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# The China Mail

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Manager: RALPH A. COOPER,  
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No. 27,180 HONG KONG, THURSDAY, MAY 16, 1929. PRICE \$3.00 Per Month.

## 'GREAT MENTAL AGILITY'

TSANG ON-WING—TRUSTED CUSTODIAN

## MR. POTTER'S ARGUMENTS

Treasury Case Centres on Stolen Cheques

POSITION OF MESSRS. MESSER AND BLACK

Mr. Eldon Potter, K.C., counsel for the Treasury, opened his final address to the jury this morning—the seventeenth day of the hearing—at the Supreme Court before the Chief Justice, Sir Henry Gollan and a special jury.

Counsel dealt at great length with the alleged criminality of Tsang On-wing, the trusted custodian of Government cheques, and the basic foundation of his arguments was in the main centred on the sixty cheques which had been extracted from two Treasury cheque books. He argued that no sane man who was about to defraud the Government would steal the cheques for the purpose when all he had to do was to write out the cheques and then obtained the signatures of both Mr. Messer and Mr. Black by some means.

## VERDICT WILL BE MOMENTOUS

Rising to make his final submissions to the jury, Mr. Potter said that it was a matter for congratulation now that the end of the case was approaching. He also congratulated the jury on the patience they had shown, and asked them to bear in mind that their verdict would be a most momentous one—one which would be of vital importance to both Mr. Messer and Mr. Black in their capacity as Government officials. The importance was such that it hardly needed comment. Also that it was of importance to Tsang On-wing was obvious because he had been charged with criminality—a co-conspirator of Carvalho Yeo.

**Facilities Given**  
Counsel then went on to say that a great deal had been said about the case by outside people, and that the jury would have to obliterate all that they heard outside of the Court.

He mentioned, in passing, that when the fraud was first discovered, the Government had afforded every facility to the Bank, irrespective of the fact whether the Bank was in the right or wrong. That the Bank was also interested was obvious. The Government had also given every facility to the defence with the view of establishing Yeo's true position in the matter. No fewer than 18,000 cheques had been placed at the disposal of the defence for them to make their analysis.

**Three Issues**  
Dealing with the fact whether the cheques were forgeries or not, Mr. Potter submitted that in reality there were three issues which the jury had to consider. The first was the alleged participation of Tsang. Secondly, whether the cheques were, in fact, forgeries; and, thirdly, whether or not Tsang On-wing had known that the sixty cheques had been fraudulently extracted from the Government cheque books.

The foundation of the case, counsel added, centred on the theft of the sixty cheques. That was the point which the defence could not reconcile because the alleged forged cheques were three out of the sixty. Also, there was the fact that the signatures of Mr. Black on the three disputed cheques had no resemblance to any of the 18,000 signed by him since he joined the Treasury staff.

**Brilliant Analysis**  
Proceeding, Mr. Potter said that the evening papers yesterday had made a brilliant analysis of Mr. Jenkin's speech. He was also aware of his friend's ability, but it nevertheless was a significant fact that Mr. Jenkin had absolutely left untouched, and had not even made any attempt to reconcile, this point. Mr. Jenkin had not said a word in reference to the fact that three of the sixty cheques stolen had been used for the purpose of defrauding the Treasury.

The fact that the disputed cheques were part of the stolen lot showed clearly that they could be nothing else but forgeries, otherwise why should the cheques be stolen? That was a question which the defence had not touched upon because an answer could not be found to it. It was inexplicable. That point had been raised in Yeo's trial and Professor Shellshear had said that it was too speculative for him.

## HAGEN LEADS IN BIG CONTEST

PERFECT PLAY

LARGE GALLERY ENTERTAINED AT MOORTOWN

NO NOTABLE FAILURES

London, Yesterday.

Play in the second round of the 1,000 guineas golf contest was witnessed at Moortown, Leeds, today.

The score of the highest qualifiers is 152. There were no notable failures. Turnesa qualified by winning a replay over nine holes for the last place.

Hagen, who returned a score of 70, entertained a large gallery with perfect play. He missed two yarkers at the 10th and 11th holes, but holed out many long ones and turned at 36.

Second round scores and aggregates follow:

W. Hagen (American)	69-70=139
A. Watrous (American)	70-74=144
Leo Diegel (American)	71-73=144
A. Compton (Coombe Hill)	71-73=144
Abel Mitchell (private)	71-74=145
E. Whitcombe (Bourne-mouth)	76-70=146
Geo. Duncan (British, unattached)	74-72=146
J. Jurado (Argentine)	77-73=150
E. Dudley (American)	73-76=149
W. Davies (Wallasey)	76-73=149
A. Havers (British, unattached)	76-74=150
Bert Hodson (Newport)	72-78=150
H. C. Tolly (Foxgrove)	77-73=150
T. Cotton (Langley Park)	78-72=150
F. Robson (Gordon Beach)	74-77=151
Horton Smith (American)	75-77=152
J. Turnesa (American)	75-77=152

## LADIES' CHAMPIONSHIP

Prospects of British-American Final

London, Yesterday.

At St. Andrews the most severe thunderstorm in the history of the event broke when the Ladies' Golf Championship was resumed today.

Miss Wethered was drenched, and left her ball on the third green. She returned to find the hole hidden by a pool of water.

Miss Collett was more fortunate, playing near shelter. A British-American final is regarded as certain.

Miss Wethered beat Miss Shevan (St. Rule), 5 and 3. Miss Collett beat Miss Brown (Formby), 4 and 2. Miss Hollins beat Miss Boothby (America), 6 and 5.

**Fourth Round**  
In the fourth round Miss Wethered beat Mrs. Garon (the Essex international) by 5 and 4. Miss Collett beat Mrs. Mulqueen (Canada) by 7 and 6.

Mrs. Guedella (formerly Edith Leach) beat Miss Hollins by 4 and 3. Miss Enid Wilson, Miss Doris Park, Miss Molly Gourlay, Mrs. Watson and Miss Pymman complete the last eight.—Reuter.

writing if the signatures were all right? And yet here was the man of great mental agility risking detection by writing the cheques in his own writing. What else did Tsang do? He had not only acted quite foolishly, if the defence allegation was true, by filling the cheques in his own writing, but went so far as not to make any entry in his books. That was certainly the last nail in his coffin.

**Why Did He Stay Behind?**  
Could the jury honestly believe that Tsang did not appreciate the fact that he would be the first person to be arrested if the discovery was made? In fact, that was what had happened. And if he knew that his arrest would be inevitable, would he be so foolish as to stay back? It must be borne in mind that the swindle was a success—the cheques were passed and a sum to the tune of over \$260,000 had changed hands, and yet with all this money available, this super-criminal remained behind.

Furthermore, Tsang was arrested and remained in Police custody for three weeks. During that time he had been closely examined by Mr. T. H. King, who worked on the basis that the handwriting was Tsang's and that the signatures had been obtained by a trick. Yet Tsang was released after three weeks. Could it then be said that Tsang had successfully put the bluff across even in his own handwriting? Could any one believe that this astute criminal, this man of great agility did not know that the Bank would have paid out irrespective of the hand-

An Astute Criminal  
Here was an astute criminal who took three cheques and wrote on the bodies of them, quite undisguisedly in his own handwriting. Could any one believe that this astute criminal, this man of great agility did not know that the Bank would have paid out irrespective of the hand-

## 'DOWN WITH TORIES'

MINERS' FEDERATION'S ELECTION MANIFESTO

"GIVE LABOUR A CHANCE"

London, Yesterday.

The Miners' Federation election manifesto urges mine-workers to seize the priceless opportunity to strike a blow at the authors of their sufferings and show by their votes their detestation of the Tory Government, which in 1925 became the executive of the coal-owners.

The manifesto also appeals to shopkeepers and business people to make common cause with the mine workers and help to give Labour an opportunity to succeed where the older Parties have lamentably failed.—Reuter.

## SULTAN OF JOHORE

OFFICIAL CORRECTION OF A MIS-STATEMENT

ON SHORT TOUR

London, Yesterday.

The Colonial Office issues a correction of the statement in the Press to the effect that the Sultan of Johore might not be returning to Johore. The Colonial Office states that this is entirely without foundation. His Highness's short tour to Europe, which he intends to be as private as possible, is being undertaken mainly on medical grounds and he contemplated returning to Johore towards the end of the year.—British Wireless Service.

## MARCH TOGETHER

WHAT BRITAIN CANNOT BE EXPECTED TO DO

PREMIER'S VIEWS

London, Yesterday.

Mr. Baldwin, speaking at Newport, said that foreign nations must not expect us to do all the disarming and debt paying. That was not the spirit of the League Covenant. We had all got to march together and we were marching with the quickest, but other nations cannot lag indefinitely behind.—Reuter.

## MR. HARRY SINCLAIR

RE-ELECTED CHAIRMAN OF OIL CORPORATION

STILL IN PRISON

New York, Yesterday.

Mr. Harry Sinclair has been re-elected Chairman of the Consolidated Oil Corporation.—Reuter's American Service.

[Mr. Sinclair is at present serving a sentence of three months imprisonment for Contempt of Court.]

## PRINCE GEORGE

ACADEMIC HONOUR FOR HIS ROYAL HIGHNESS

VISITS EDINBURGH

London, Yesterday.

Prince George visited Edinburgh today to open the new Department of Zoology at Edinburgh University. Afterwards, an honorary degree of Doctor of Laws was conferred upon him.—British Wireless Service.

## WAR MATERIAL

DESTINED FOR CHINA VIA BELGIUM

NOT TO BE PROHIBITED

Brussels, Yesterday.

The Cabinet has approved of the text of the bills repealing the measure prohibiting the transit through Belgium of war material destined for China.—British Wireless Service.

Spain will be represented at the International Postal Congress in London by a delegation with the chief of the postal service at its head.

The bad ice conditions in the Southern Baltic recently caused the suspension of the ferry between Gedser (Denmark) and Warnemunde (Germany).

## TWO KWANGS NOW "WAITING"

MOVES IN NORTH

POSSIBILITY OF UNION AGAINST CHANG OR FENG?

WEST RIVER MINES

(From Our Own Correspondent.)

Canton, Yesterday.

The situation appears to be very much quieter and it would seem that each political party is waiting for the other to move. The Kwangsi and the Kwangtung parties seem desirous of waiting for Marshals Feng Yu-hsiang and Chiang Kai-shek to move against one another, when they will unite, so reports go, and present a united front against the North, who ever comes out top.

In the meantime it would appear that both Feng Yu-hsiang and Chiang Kai-shek intend sitting on the fence and watching developments down here.

The question remains, as ever, who can sit out the longest?

**Fall of Waichau**  
Canton, To-day.

Northern cruisers have arrived in Swatow to co-operate with Gen-

**Rainfall to 10 a.m. 0.36 inch**  
1929 rainfall ..... 9.55 inches  
Average ..... 16.56 inches  
Deficit ..... 7.01 inches  
Don't waste water!

eral Chiang Tsing's Fukienese troops to attack Swatow.

The third division under General Chiang Kang-nai yesterday attacked Waichau.

General Chu King-tong's command has delegated representatives to headquarters to discuss terms of surrender.

A report arriving here states that Waichau was captured yesterday at 4 p.m. The report has been confirmed.

## CRUISERS TO FIGHT?

Speculation Among Chinese in Colony

Speculations were rife when two Chinese cruisers steamed into harbour yesterday evening. Several hundreds of Chinese thronged the water front to catch a glimpse of the warships, as "Dame Rumour" asserted that they are here waiting for orders to move against Kwangsi.

The two ships are the "Hai Yung," 2,960 tons and the "Ying Swei," 2,400 tons. They arrived here under the command of Rear Admiral H. Y. Chen, who flies his flag on the "Hai Yung." The usual gun salute was exchanged.

Enquiries made from officers on board the ships solicited the information that the two gunboats are on a training cruise and expect to stay in Hong Kong for about a week. It was denied that they were used as a convoy for troops for Canton.

The "Ying Swei" was built in England. She has a personnel of 313 officers and men. Rear Admiral Chen received his training at the Momi Naval College, Foochow. He is 49 years of age. On board the "Hai Yung" there are 340 officers and men.

## HUNAN THREAT

Two Divisions of Hupeh Troops Coming

Shanghai, Yesterday.

Changsha reports state that the vanguards of the Hunan troops arrived in the vicinity of Kwailin yesterday. Pinglo is now completely surrounded by Government troops.

General Ho Chien, commanding the Hunan troops, is proceeding from Yungchow to Chuanchow, to where his field headquarters are being removed.

A Hankow report says that by order of Marshal Chiang Kai-shek two divisions of Hupeh troops are preparing to participate in the anti-Kwangsi campaign.—Reuter.

## Danger of Mines

Canton, Yesterday.

Ships sailing for Wuchow have been advised to call at Samshui and to comply with the request of the Chinese authorities. It is pos-

## "SQUEEZE" RING

MONEY COLLECTED FROM FOUR HAWKERS

WHERE IS IT?

Mr. N. L. Smith presided in the first Court at the Central Magistracy, this morning, and heard the case in which a Chinese named Ho Yau, alias Tau Pei Yau ("Pock

Marked Yau") was charged with obtaining \$3.40 from four hawkers by false pretences.

The hawkers, two licensed and two unlicensed, were accosted by the accused at about noon on Sunday last whilst they were selling laichees at various points in Connaught-road West.

Accused was alleged to have asked each one of the four hawkers whether he was paying any money to the plain-clothes constables attached to the Hawkers' Department of Police Headquarters. Three of the hawkers, who had been hawking in Hong Kong for some years understood what the accused meant, because they had paid "tea money" to constables in previous years, and replied that no one had been to collect from them for some time.

To these three men the accused said: "I am collecting now." He made each of them fork out 80 cents.

**Passwords!**  
The fourth man, who had been in Hong Kong for only several days, and was hawking without a licence was made to pay \$1. He gave the money because the accused told him that by using a password which he would give him, the hawkers would be immune from arrest by any constable for one week.

To the four hawkers concerned, the accused gave different passwords, namely, "No. 9," "No. 10" and "No. 12."

A Chinese constable named Lam Ting on the following day arrested one of the licensed hawkers for selling laichees within market limits. This man protested saying that he had paid 80 cents tea money to the collector "Tau Pei Yau" only the previous day.

**Constable's Assertion**  
When this constable gave evidence, accused alleged that he was the man who had instructed him to collect the tea money, but this the constable denied, claiming that he had never seen the accused before.

The accused alleged that the first constable, whom he called "Ah Ting" came to him soon after he had gone on duty at 9 a.m., on Sunday and asked him to meet him at the Sui Wah tea house in Hollywood-road at 11 o'clock. He kept the appointment. They had tea together and then the constable told him that if he did not want to be arrested for hawking without a licence he would have to collect tea money for him from laichee hawkers in a lane to the east of Wing Lok wharf.

Witness agreed to act as collector for the constable and alleged that he handed to him all the money he received.

The Magistrate decided that the prosecution's case was shaky. There was a doubt in his mind as to where the money collected by the accused had gone to and, therefore, he must discharge him.

As the accused was leaving the Court he was seized by a constable and his Worship asked why he was being detained.

A European Police Officer replied that accused was not being arrested. They were merely taking him "in" to give him back his property!

able that mines may be laid in the West River. Customs and local authorities will be advised of the position before mines are laid.

## Local Notice

The latest notice to mariners issued yesterday afternoon by the Harbour Master, the Hon. Comdr. G. F. Hole, R.N., tends to show that the disturbance on the West River does not affect shipping in that area, and the Naval authorities now consider that conditions on the West River justify ships sailing for Wuchow and other ports on the river without escort.

The text of the notice is as follows:

Conditions on the West River are considered to justify ships sailing without Government Convoy and the arrangements for tomorrow (i.e. to-day) are cancelled. H.M.S. "Cicala" will be in lower West River while H.M.S. "Moth" will be at Wuchow. Ships must be careful to comply with any reasonable request of Chinese authorities and report occurrences to gunboats.

Ships should call at Samshui.

## TERRIBLE CALAMITY IN A CLINIC

EXPLOSION AND FIRE

PEDESTRIANS FALL ON THE STREETS UNCONSCIOUS

MANY KILLED AND INJURED

Cleveland, Ohio, Yesterday.

The city has been plunged into an appalling nightmare as the result of a terrific explosion in the X-ray room of a local clinic that was followed by a fire which speedily enveloped the building.

66 persons were killed and 40 seriously injured. Ghastly Spectacle

Later.  
The death toll is now 91. There was a ghastly spectacle of injured and dying, being dragged out and placed on the lawn. The bodies were coloured a deep green by the fumes of poison gas escaping from the laboratories.

These spread into the streets and pedestrians fell to the pavements unconscious.

**Scenes of Heroism**  
Cleveland Clinic and Hospital is one of the most famous institutions in the United States. The staff comprises many physicians and surgeons of international repute, the officer-in-charge being the world-famed surgeon George W. Crile.

**Heroic Deeds**  
The disaster evoked a heroic response from the staff upon whom the catastrophe burst—at a very busy period, when the hospital was crowded with patients.

Nurses and doctors, amid stifling heat and suffocating fumes, carried out scores of patients, many of whom were already dead.

Meanwhile, fire engines, nurses, doctors and ambulances from miles around, escorted by police-cars with screaming sirens, speeded to the inferno.

Firemen continued to rescue and carry out patients from the windows.

A passing lorry-driver seized a gas mask from a fireman. He dashed into the flames and rescued 20 patients before he collapsed.

A passing taxi-driver similarly intervened and rescued 30. A dozen patients who were cut off, were hoisted by doctors and nurses through a skylight roof and frantic efforts were made to reach those marooned by means of ladders. They were ultimately rescued by firemen.

Dr. Crile also escaped to safety. How the Disaster Occurred

The disaster is one of the most terrible experienced in America for many years.

Most of the dead were patients, but it is believed that they also include some doctors and nurses.

The explosions occurred among the X-ray films and stores in the basement. Several tanks of compressed oxygen blew out as the result of the heat, adding to the intensity of the flames.

Bromine gas from the films was released in dense brown clouds which burned out the sensitive tissues of the mouth nose and lungs, causing the victims to bleed profusely at the mouth, nose and lungs, causing

**Ghastly Scenes**  
Emergency calls were sent out throughout the state for every available tank of oxygen, which was the only remedy.

The scenes after the explosion were of the ghastliest, the patients screaming with fright as they saw the deadly gas creeping up to them, as they lay in bed helpless.

**93 Dead**  
Later.  
The death toll is now estimated at 93.—Reuter's American Service.

## OCCASIONAL RAIN

This morning's weather report states:

The anti-cyclone remains stationary to the East of Japan and has increased in intensity. The trough now extends from S. China across Formosa and N. Luzon to the Pacific.

Forecast: S. or variable winds, moderate; cloudy; occasional rain.

Mr. Charles Huggins, aged 64, an English solicitor, was recently found dead in bed at his house in the Rue Vautier, Joinville-le-Pont, near Paris.

A new theatre, with accommodation and furnishing on a scale far beyond anything previously seen in Australia, was opened in Sydney at Easter.







Phone C-22  
FOR  
**CLASSIFIED  
ADVERTISING.**  
Twenty-five words three inser-  
tions prepaid \$1. Every addi-  
tional word four cents for three  
insertions.  
All replies under this heading  
must be called for.

**TO LET**

TO LET—From 1st June, 1929, Nos.  
5 & 6, Prospect Place, Bonham Road.  
Rent Moderate. Apply to Box No.  
601, c/o "China Mail."

**WANTED**

WANTED.—By Japanese, a position  
in an Hotel. An all round man will-  
ing to do anything. Apply Box No.  
600, c/o "China Mail."

**FOR SALE.**

FOR SALE.—"Barkers" Sai Wan. A  
fine 4-Roomed Bungalow with large  
Garden. For full particulars apply  
Box No. 595, c/o "China Mail."

FOR SALE.—Wharfedale Printing  
Press, in excellent condition. Will  
take Sheet Double Demy. Useful for  
Small Printing Shop. Apply Box No.  
594, c/o "China Mail."

**MISCELLANEOUS.**

YOUR VISITING CARDS neatly and  
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tral 22.

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WESTOVER—STEVENAGE. Within  
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neighbourhood. SCHOOL FOR GIRLS  
and SMALL BOYS. A few Boarders  
received in the House of the Principal.  
Individual care and attention. For  
Particulars apply to:  
MISS RUTH CULLEY  
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Camb. Teachers' Diploma).  
MISS GERTRUDE TURNER  
(National Froebel Higher  
Certificate).

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SALOON.**

Head Office:—25, Des Voeux Road  
Central. Tel. C. 6234.  
First Branch:—  
No. 5, D'Aguiar Street.  
(For Ladies only).  
(Telephone No. C. 6234)  
Second Branch:—  
No. 22, Queen's Road Central.  
(For Ladies & Gents).  
(Rear Ground-floor of  
Kaysamally Building).  
Your visit is cordially welcomed  
when you will see that our Train-  
ed Female Hair Dressers give  
you every satisfaction.  
Business Hours:—  
8 a.m. to 7 p.m. on weekdays.  
12 noon to 6 p.m. on Sundays.

**TANG YUK, DENTIST**

Successor to  
the late SIEN TING.  
14, D'Aguiar Street.

TERMS VERY MODERATE  
Consultation Free.

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FIELD GLASSES**

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26A, Des Voeux Road C.,  
Hong Kong.

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MASTERS & AGENTS.**

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Institute always has men  
available to ship as watch-  
men, seamen, &c.  
Our men are employed  
by the leading passenger  
lines. We guarantee satis-  
faction.  
Please phone or call:—  
K.661—No. 2, Saigon  
Street, Yaumati or  
C.2560—No. 36, Tung  
Man Street.

**NOTICES.**

THE CANTON INSURANCE  
OFFICE, LTD.

**NOTICE TO SHAREHOLDERS.**

THE FORTY-EIGHTH ORDIN-  
ARY GENERAL MEETING  
of Shareholders will be held at  
the Offices of the undersigned on  
THURSDAY, the 23rd May, 1929,  
at Noon, for the purpose of re-  
ceiving the Report of the General  
Agents, together with a Statement  
of Accounts for the year ended  
the 31st December, 1928.  
The SHARE REGISTER and  
TRANSFER BOOKS will be  
CLOSED from the 9th to the 23rd  
May, 1929, both days inclusive.

JARDINE MATHESON &  
CO., LTD.,  
General Agents.  
Hong Kong, 2nd May, 1929.

UNION INSURANCE SOCIETY  
OF CANTON, LTD.

(Incorporated in Hong Kong).

**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN  
that the FIFTY-SIXTH ORDIN-  
ARY MEETING of the Society will be held at the  
Head Office, Union Building, Hong  
Kong, on FRIDAY, 24th MAY,  
1929, at 11 o'clock a.m., for the  
purpose of receiving the Report of  
the Directors and the Statements  
of Account to 31st December,  
1928, and of declaring Dividends,  
etc.

THE TRANSFER BOOKS of  
the Society will be CLOSED  
from 6th MAY to 24th MAY,  
Both Days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.

Hong Kong, 1st May, 1929.

THE CHINA FIRE INSURANCE  
COMPANY, LTD.

(Incorporated in Hong Kong).

**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN  
that the SIXTIETH ORDIN-  
ARY MEETING of the Company will be held at its  
Head Office, Union Building, Hong  
Kong, on FRIDAY, 24th MAY,  
1929, at 11.15 a.m., for the  
purpose of receiving the Report of  
the Directors and the Statements  
of Account to 31st December,  
1928, and of declaring Dividends,  
etc.

THE TRANSFER BOOKS of  
the Company will be CLOSED  
from 6th MAY to 24th MAY,  
Both Days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.

Hong Kong, 1st May, 1929.

BRITISH TRADERS' INSURANCE  
COMPANY, LTD.

(Incorporated in Hong Kong).

**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN  
that the SIXTY-THIRD ORDIN-  
ARY MEETING of the Company will be held at its  
Head Office, Union Building, Hong  
Kong, on FRIDAY, 24th MAY,  
1929, at 11.20 a.m., for the  
purpose of receiving the Report of  
the Directors and the Statements  
of Account to 31st December,  
1928, and of declaring Dividends,  
etc.

THE TRANSFER BOOKS of  
the Company will be CLOSED  
from 6th MAY to 24th MAY,  
Both Days inclusive.

By Order of the Board,  
PAUL LAUDER,  
General Manager.

Hong Kong, 1st May, 1929.

**TO-DAY  
and every day**

drop in for a  
"quick one"

at the

**ST. FRANCIS  
HOTEL.****FREE SNACKS**

every day from  
10.30—12.30  
and  
5.30—7.00 p.m.

GROUND FLOOR LOUNGE.

Tel. No. C. 5134. Tel. No. C. 5134.

**NOTICES.**

HONG KONG JOCKEY CLUB.

**NOTICE.**

THE HALF YEARLY GENERAL  
MEETING of Voting Members  
will be held in the Jockey Club  
Room, Hong Kong Club Annex, on  
FRIDAY, 17th May, 1929, at 5.10  
p.m.

By Order,

C. B. BROWN,  
Secretary.

Hong Kong, 30th April, 1929.

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE  
MEETING will be held (weath-  
er permitting) at Happy Valley  
on SATURDAY, May 18 and on  
MONDAY, May 20, 1929, com-  
mencing at 3 p.m.

The first bell will be rung at  
2.30 p.m.

The charge for admission to the  
Public Enclosure will be \$1  
for all persons including Ladies.

Soldiers and Sailors in uniform  
half price.  
Members are advised that they  
must show their Badges to obtain  
admission to the Members' En-  
closure.

Each member has the right to  
introduce 2 non-members to the  
Members' Enclosure, tickets for  
whom can be obtained from  
Messrs. Linstead & Davis at \$5  
each per day up to Friday, May  
17, 1929.

The charge for admission for  
Ladies to the Members' Enclosure  
will be \$2 per day.

Each member can obtain, upon  
application to the Secretary,  
Badges for admission of 2 Ladies  
free of charge.

Bookmakers, Tic Tac Men,  
etc., will not be permitted to  
operate within the precincts of the  
Hong Kong Jockey Club during  
the Race Meetings.

No children allowed in either  
enclosure on any pretext.

Hong Kong, May 13, 1929.

**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS  
of the Sale by Public Auction  
to be held on TUESDAY, the  
21st day of May, 1929, at  
3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Shamshui, in the Colony  
of Hong Kong, for a term of 75  
years, commencing from 1st July,  
1898, with the option of renewal  
at a Crown Rent to be fixed by the  
Surveyor of His Majesty the King,  
for one further term of 24 years  
less three days.

No. of Sale		Boundary		Area		Annual Rental	
Lot	Section	ft.	sq. ft.	ft.	sq. ft.	£	s.
1	New Kowloon Island	11	11	11	11	about	0.078
2	Junction of Anson Street	11	11	11	11	about	0.078
3	and Wing Chai Street.	11	11	11	11	about	0.078

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hires.  
THE HONG KONG SPORTING  
ARMS & AMMUNITION  
STORE  
5-6, Beaconsfield Arcade.

**WAR REVELATIONS**

HIDEOUS ADVENTURES OF  
GERMAN SUBMARINES

**'RAIDERS OF THE DEEP'**

An American author, Mr. Lowell  
Thomas, has personally interviewed  
many of the German "U" boat sur-  
vivors, and in a new book, "Raiders  
of the Deep," he gives much valuable  
information. He tracked down  
such men as officers of the "U"  
boat which sank the "Lusitania,"  
and other "aces."

**'Submarine Room'**

At the German Naval Officers'  
Club there is an inner sanctum, a  
submarine-room, the only place of  
its kind in Germany, which is cov-  
ered with photographs of submarine  
commanders—the dead. The num-  
ber of pictures was 131—approx-  
imately that many of Germany's  
Captain Nemos went down during  
the war in their boats.

They included the commander  
who sank the "Lusitania," and the  
fresh-faced youth who laid the  
mines that sent Lord Kitchener to  
the bottom, and the one who sank  
the British warship, "Formidable,"  
as well as the three who took their  
last dives when they matched their  
wits against Admiral Gordon  
Campbell.

No fewer than 85 commanders,  
we learn, went down in the "U"  
boat operations off the coast of  
England.

**The Phantom Submarine**

A ghastly story concerns the U-31,  
which never came back. "Weeks  
and months went by and nothing  
was heard of her." She had simply  
vanished, and we supposed she had  
struck a mine. Six months later  
she created sensations as the phantom  
submarine. The narrator is  
Baron Von Spiegel, new a German  
representative of an American  
motor car.

**DON'T WASTE  
WATER!**

"A 'U' boat above water nosed  
its way slowly along. Nothing  
seemed amiss. It looked trim and  
menacing, as if ready to dive and  
launch a torpedo at any moment. It  
was drifting before the wind  
though, and finally ran ashore on  
the eastern coast of England. As-  
tonished fishermen sent out an  
alarm. Naval men came hurrying.

The 'U' boat lay rocking, aground  
on a sandbar. They boarded the  
craft, took her in tow to harbour  
and dock, and discovered an eerie  
riddle.

"The 'U' boat, which was the  
same 'U' 31 that had left port that  
Friday, the 13th, six months be-  
fore, was in perfect order. She  
might be on active cruise, save for  
one thing. Officers and men were  
in their bunks and hammocks, as if  
asleep—they were dead. In the  
log the last entry was dated six  
months before.

A Fatal Nap  
"The boat, the daily account show-  
ed, had steered out of Wilhelmshaven  
on one of the early  
'U' boat cruises of the war.  
It had encountered no un-  
toward happening. Its voyage  
had been ordinary and uneventful.  
The record made humdrum reading,  
until it suddenly broke off that day  
six months before, and after that  
a mysterious blank.

"It was a nine-days' wonder.  
This dead man's boat had seem-  
ingly been cruising around for six  
months over the heavily-patrolled  
water of the North Sea. It sound-  
ed like a case of spooks. Naval  
men could only find one explanation  
for the unearthly phenomenon, and  
this explanation is no doubt the true  
one.

"The 'U' boat had gone to the  
bottom for the night, as was often  
done. Officers and men had turned  
in to sleep, while the craft lay  
secured on the floor of the sea. In  
that case, one man would very like-  
ly have been tempted to take a com-  
fortable nap, too; a nap from which  
he never awoke.

The Mystery Explained  
"Poison gases, such as sub-  
marines, particularly of the older  
types, were likely to generate, had  
crept into the places where the  
men slept. Then the boat lay on  
the bottom. The compressed air  
leaked little by little.

"As month after month went by  
it gradually blew the tanks, until,  
finally, the boat was buoyant en-  
ough to rise to the surface. Its  
resting place on the bottom had been  
near the coast, and in a few hours  
it had drifted to shore."  
Here is a remarkable story of  
an event in the Mediterranean on  
November, 1917, told by Comdr.  
Von Arnault: "The amazing thing  
happened while I was doing off.  
Prince Sigismund and Lauenberg  
were on the bridge, when they saw  
at a distance of 40 yards to the  
starboard a few inches of peri-  
scope sticking above the surface of  
the water. A streak on the water  
—a torpedo. It was coming  
straight at the boat. The distance  
was so short that there was no time  
to manoeuvre to avoid the missile.  
Nothing could be done, absolutely  
nothing.

"The two men stared aghast,  
petrified, gazing at certain destruc-  
tion, which was right upon them.  
The torpedo was perfectly aimed.  
It was headed straight amidships.

Like a Flying Fish  
"Then the torpedo leaped out of  
the water. When a dozen yards  
away it rose from the water like a  
flying fish.

"To hit a submarine with a  
torpedo you have to set the missile  
for a shallow run. This one had  
been set for too shallow a run, and  
had done what a torpedo in that  
circumstance is likely to do—popped  
out of the water. It described a  
graceful arc and landed on our deck.  
It slid, with a loud clattering on the  
steel plates, kept on its way, plung-  
ed into the water on the other side,  
and continued its journey."

"The loud banging as the torpedo  
had struck the deck and rattled  
across awakened me in my bunk be-  
low. I thought one of our masts  
had fallen down and I scrambled up  
to the bridge."

"There, right beside our boat, was  
a periscope. I had scarcely spied  
the periscope when I saw a streak  
approaching us on the few yards of  
intervening water—a torpedo.

**A Narrow Escape**

"Helm hard astern." I gave the  
order out of instinctive habit. It  
meant nothing. No earthly power  
could have swerved the boat in such  
a way as to get it one side or the  
path of the torpedo. The missile  
was coming directly towards us.

"Dreadful, agonizing moments.  
Nothing happened. The torpedo  
passed under us, but not more than  
a few inches, I am sure. The  
enemy, seeing his first torpedo jump  
over our boat, decided—not to set  
the second one for too high a run.  
He aimed it too low."

There is one intriguing story of  
the winter of 1915-16, when "U"  
boat commanders were ordered to  
sink no more merchant ships with-  
out warning. It is told by Ritter  
K. S. von George, a young Bavarian  
knighted for his "U" boat "suc-  
cess," now a merchant shipping  
officer.

"There we were in the middle of  
the fishing fleet and quite unsuspect-  
ed. My orders were to make pro-  
vision for the safety of crews, and  
the moment I gave warning my pro-  
spective victim could go scurrying  
away in the darkness. I resolved  
to try an experiment. I called the  
captain of the Norwegian ship I had  
sunk. I bade him take the small  
boat with a couple of his men,  
go over to the nearest trawler and  
inform the captain of our pre-  
sence.

"Tell him," I said, 'that he is  
to abandon ship at once and report  
with his crew to me, as I am going  
to sink his ship.'

Nest Bluff  
"It was all bluff. If the trawler  
skipper refused to obey, there was  
nothing I could do. My Nor-  
wegian returned, and with him the  
skipper and the crew of the trawler.  
They drew up alongside the 'U' boat.  
The skipper of the trawler had  
not even attempted to warn the  
other fishing boats.

"Splendid! Why not carry on the  
bluff? I now sent the captain of  
the trawler out, and with him one  
of my officers and four of my men.  
They made the round of the trawlers  
—there were twenty-two of them  
—and warned the skipper of each to  
abandon ship and bring his crew  
over to the 'U' boat.

"And now for several hours  
the splashing of oars resounded on  
all sides in the darkness. We  
gathered in the crews aboard one of  
the trawlers and then set about the  
work of destruction."



Sir Charles Grant Robertson

Vice-Chancellor and Principal of  
the University of Birmingham on  
his first visit to the Dominion at  
the invitation of the National  
Council of Education to be a guest  
and speaker at the conference on  
"Education and Leisure" held at  
Victoria and Vancouver in April.  
He also addressed meetings at a  
number of cities on his way to the  
coast. His subject was "Empire  
Builders" and such names as  
Drake, Rhodes and Sir Stamford  
Raffles, who became an eastern  
Rajah, were among the subjects  
of his lectures. Sir Charles was  
tutor to the Prince of Wales at  
Oxford from 1912-1914 and his life  
has been full of movement and  
creative work since that time.

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of more disease, death  
and desolation than the  
sign of the skull and cross bones was  
ever given credit for. Practical gentle-  
men of the past confined their activities  
largely to the high seas. The fly, laden  
with the deadliest of germs, enters our  
homes, sleeps in our beds and wipes his  
feet in our food. But one generous  
whiff of Flyosan immediately ends his  
criminal career.



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To Mrs. Shellshar  
Hon. Treasurer H.K.B.S.  
Hong Kong University.

Madam,  
Kindly enroll me as a Member  
of the above Society. I enclose  
\$12.00 as Annual Subscription.

Yours Faithfully,



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From Hong Kong.  
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<b>SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.</b>		
TAIYO MARU	Wednesday, 29th May.	
TENYO MARU	Wednesday, 12th June.	
<b>SEATTLE, VICTORIA via Shanghai &amp; Japan Ports.</b>		
IYO MARU	Monday, 20th May.	
SHIDZUKA MARU	Monday, 17th June.	
<b>LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.</b>		
KAMO MARU	Saturday, 18th May.	
KATORI MARU (Calls Lisbon)	Saturday, 1st June.	
<b>SYDNEY &amp; MELBOURNE via Manila &amp; Ports.</b>		
KAGA MARU	Wednesday, 22nd May.	
TANGO MARU	Wednesday, 20th June.	
<b>BOMBAY via Singapore, Penang, &amp; Colombo.</b>		
↑ PENANG MARU	Tuesday, 28th May.	
SADO MARU	Tuesday, 11th June.	
<b>SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico &amp; Panama.</b>		
GINYO MARU	Thursday, 30th May.	
<b>SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.</b>		
WAKASA MARU	Friday, 7th June.	
<b>NEW YORK via PANAMA.</b>		
↑ ASUKA MARU	Friday, 31st May.	
<b>LIVERPOOL via Port Said, Geneva, Marseilles.</b>		
↑ TOYOOKA MARU	Tuesday, 21st May.	
<b>CALCUTTA via Singapore, Penang &amp; Rangoon.</b>		
↑ NAGANO MARU	Thursday, 16th May.	
↑ AKITA MARU	Thursday, 30th May.	
<b>SHANGHAI, KOBE &amp; YOKOHAMA.</b>		
TANGO MARU (Nagasaki direct)	Friday, 17th May.	
↑ DURBAN MARU	Thursday, 23rd May.	
HAKONE MARU	Monday, 27th May.	

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

<b>LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore</b>		
ANDES MARU	Sunday, 9th June.	
<b>RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban &amp; Cape Town.</b>		
SANTOS MARU	Friday, 17th May.	
MANILA MARU	Thursday, 27th June.	
<b>BOMBAY—Via Singapore &amp; Colombo.</b>		
GANGES MARU	Tuesday, 21st May.	
SHINOH MARU (Calls at Karachi)	Monday, 3rd June.	
<b>DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR &amp; MOMBASA—Via Singapore &amp; Colombo.</b>		
CHICAGO MARU	Friday, 31st May.	
<b>CALCUTTA—Via Singapore, Penang &amp; Rangoon.</b>		
KASADO MARU	Saturday, 18th May.	
SUMATRA MARU	Wednesday, 22nd May.	
<b>VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—Via Japan Ports</b>		
AFRICA MARU (From Shanghai)	Tuesday, 21st May.	
<b>MELBOURNE—Via Manila, Brisbane &amp; Sydney.</b>		
MADRAS MARU	Thursday, 6th June.	
<b>HAIPHONG—Via Hobe &amp; Pakhoi.</b>		
MENADO MARU	Thursday, 6th June 10 a.m.	
<b>NEW YORK—Via Japan ports, San Francisco &amp; Panama.</b>		
<b>JAPAN PORTS.</b>		
ALTAI MARU	Saturday, 18th May.	
SANUKI MARU	Wednesday, 22nd May.	
TACOMA MARU	Friday, 24th May.	
<b>SEELING—Via SWATOW &amp; AMOY.</b>		
HOZAN MARU	Sunday, 19th May, 3 p.m.	
CANTON MARU	Sunday, 26th May, 3 p.m.	
<b>TAKAO &amp; SWATOW &amp; AMOY.</b>		
SANUKI MARU	Wednesday, 22nd May.	

For further particulars please apply to—**OSAKA SHOSEN KAISHA.**  
Tel. Central No. 4098, 4099, 4090. M. TAKUCHI, Manager.

**SHIPPING SECTION.****THE WHANGPOO**  
A HARBOUR AFFAIRS COMMISSION**INTERESTING PROPOSAL**

Interesting statements with reference to the establishment of the Harbour Affairs Commission for Greater Shanghai and the proposal to take over the Whangpoo Conservancy Board have been made by Mr. Chih Ting-mu, the Commissioner, to the Chinese Press, these being, briefly, as follows:—  
The Whangpoo Conservancy Board was formerly known as the Whangpoo River Improvement Commission and was established in the 27th year of the reign of Emperor Kuang-hsi. The establishment of the Whangpoo Conservancy Board was based on Article 11 of the 1842 Treaty with Great Britain, according to which both the Chinese and foreign governments were equally responsible for the payment of the annual expenses of the Board which amounted to HK. Tls. 460,000. In the 8th month of the 31st year of Kuang-hsi, the Ministry of Foreign Affairs of the Manchukuo Government took over the administration of the Board and paid all expenses, and the late Mr. Chang Jen-tang, former Viceroy of the two Kiangs, with the approval of the Imperial Government, renamed the Whangpoo River Improvement Commission to the Rehabilitation and Maintenance Board. During the Revolution in 1911, when Mr. Tang Shao-yi came south to negotiate with the revolutionaries of the Whangpoo Conservancy Board and submitted them to Mr. Tang for his approval. These were approved and have since been effective. The two reasons for the reversion of the Whangpoo Conservancy Board are (1) the 12 regulations of the Whangpoo Conservancy Board are not permanent regulations and have not formally been signed by the Chinese Government; therefore the Board is non-existent in accordance with the law; and (2) all shipping administration rights, harbour affairs, river and creek conservancy works for the Shanghai Harbour are part of the work of the Greater Shanghai Special Municipality, in accordance with the regulations governing the organisation of the Harbour Affairs Bureau of Greater Shanghai. For the unification of the administration of Shanghai's harbour affairs, the Whangpoo Conservancy Board must not be permitted to exist any longer and the Harbour Affairs Bureau has been established in its stead. This Bureau will, therefore, take over the duties of the Whangpoo Conservancy Board.

**FIRST TIME HERE**

"TONAN MARU" ARRIVED HERE FROM COLOMBO

A vessel new to the Colony arrived here yesterday. She is the s.s. "Tonan Maru" (ex-"Yetoiku Maru") whose owners are the Mitsui Bussan Kaisha. The vessel entered under the command of Captain Y. Sugimoto and has a crew of 49 Japanese. The "Tonan Maru" arrived from Colombo and is bound for Dairen. It is understood that no cargo will be discharged at this port, although she carries 5,300 tons of rice for a firm in Dairen engaged in railway construction. The vessel was built in 1921 at Inohshima by the Osaka Ironworks. She is a steel screw vessel of 4,370 gross tonnage and 2,735 net tons. Her port of registry is Hakodate, while her dimensions are: length, 345 feet; breadth, 49.8 feet; and beam, 25.8 feet. Engined by the builders, she is capable of developing 330 N.H.P.

**MARINERS WARNED**

COOPER BANK CROSSING ON THE YANGTZE

On or about May 18 and without further notice, the following changes will be made in the aids to navigation marking the Cooper Bank Crossing, Yangtze River:—  
Crossing Light-boat will be moved S. 5 1/2 deg. E. about 2.14 miles from its present position, its characteristics remaining unchanged. From the new position of the light-boat, Kiu-shan Quoin Beacon will bear S. 10 1/2 deg. W. distant 2.6 miles.  
Big Tree Light-boat will be moved N. 68 1/2 deg. E. about 2 miles from its present position, its characteristics remaining unchanged. From the new position of the light-boat, Kiu-shan Quoin Beacon will bear S. 20 1/2 deg. E. distant 4.94 miles.  
All bearings given are magnetic.  
Charts affected: Marine Department Charts Nos. 3 and 12.

**WARSHIPS HERE**

The following are the warships in harbour:—  
Basin—H.M.S. "Tamar".  
South Wall Basin—H.M.S. "Cornwall".  
North Arm—H.M.S. "Seepoy".  
West Wall Dock—H.M.S. "Hermes".  
In dock—H.M.S. "Somme".  
No. 6 Buoy—S/M. L20.  
No. 11 Buoy—H.M.S. "Marathon".  
Foreign Men-of-War  
Chinese Cruisers—"Yang Swee".  
No. 2 Buoy—"Hai Yang", No. 2 Buoy.  
French Gunboat—"Argus".  
U.S.S. "Tulsa".

**DAILY RETURN**

The following are the Nationality and numbers of vessels arrived in and departed from the Colony during the 24 hours ending 9 a.m. Arrived Departed  
British ..... 10 2  
Japanese ..... 8 2  
Norwegian ..... 1 2  
Chinese ..... 1 3  
Dutch ..... 1 3  
German ..... 1 0  
Portuguese ..... 1 0  
Total ..... 23 12  
Total number of vessels in port is 69.

**ON THE PACIFIC**  
DETAILS OF THE FIRST STEAMER**THE "BEAVER"**

London, March 30.  
Mr. P. A. Pauline, Agent-General for British Columbia, furnishes additional details of the remarkable history of the steamship "Beaver" to which he referred on March 27 at the opening of the Arts and Crafts Exhibition of native Indian skill, which is being held at the Imperial Institute. As evidence of the great skill of the natives of that province, a commentary on which appeared in "The Times" on March 28, Mr. Pauline mentioned that the "Beaver" in 1850 visited a number of the coast villages of British Columbia, and a month later, visiting one village, found a miniature replica of herself putting off from the shore to meet her, with smoke from burning leaves issuing from a funnel and natives turning the paddle-wheels; the craft having been constructed entirely by the local Indians.  
According to information in the archives of the Library at Victoria, British Columbia, says Mr. Pauline, the "Beaver" was actually the first steamship that entered the Pacific Ocean. She was 101 ft. long, 20 ft. beam, and the depth of her hold was 11 ft. She was built on the Thames, of oak and teak, and fitted with two steam engines of 75 h.p. each, made by Bolton and Watt. She was regarded as a wonder ship at that time, and her launching in 1835 was witnessed by King William IV. and a crowd of 16,000 people. Following a trial trip to test her engines and her paddles, she was rigged as a brig to enable her to cross the Atlantic, round Cape Horn, and up the Pacific to Vancouver under sail. She could not make the journey by steam, for she had not enough room to carry coal for the voyage.  
Before leaving the Thames, therefore, the paddles were presumably removed and stowed away for refitting at Vancouver, where she arrived after an adventurous voyage of 168 days. She reached her destination in 1836, and her arrival was celebrated by the Hudson Bay Company, for whose service she was built, arranging an excursion trip, in which many leading local men of the day took part—a notable event in the nautical history of the Pacific. After weathering the storms of the British Columbia coast for 38 years she was sold by the company to a grocer at Victoria, Mr. Henry Saunders, who converted her into a tug. In 1888 she ran upon some rocks and was wrecked. Mr. Pauline says that the "Beaver" was the soundness of her construction, that when her engines were taken out they were still in good running order, after 53 years' service, while her timbers were turned into souvenirs and sold to thousands of admirers of her history.

**UNION-CASTLE LINE****RETIREMENT OF FREIGHT DEPARTMENT MANAGER**

The Southampton shipping community will lose a big-hearted sportsman by the retirement of Mr. Frank D. Hooley from the position of head of outward freight department of the Union-Castle Line, says the "Journal of Commerce". A native of the Hants port, Mr. Hooley has spent the whole of his business career in the realm of local shipping, and during his association with the Union Steam Ship Company, and later the Union-Castle Line, he made a host of friends, who will wish him all luck and happiness in his retirement.  
Mr. Hooley joined the Union Steam Ship Company at the age of 17 in the year 1881, and has been associated with the outward freight department until 1911, when he was posted as head of the Southampton passenger department, but after many years in that capacity he reverted to the outward freight department again, and became head of it in 1924, succeeding Mr. C. S. Rae. During his association with the firm he has witnessed far-reaching changes, for he can recall the days when the old Union steamers ranged between 2,500 and 3,500 tons, and also when there was very little more of the docks than the inner and outer basins. The Union Line then maintained a sailing every two weeks instead of one a week as now.  
His successor as head of the outward freight department at Southampton is Mr. S. W. Coomber. A native of London, Mr. Coomber joined the old Union Steam Ship Company in 1893 as junior clerk in the secretarial department, but after serving 12 months in that capacity he was transferred to the freight department, from which he worked from the bottom to the top. Previous to going to Southampton Mr. Coomber was head of the mail steamer freight department in London, a position which he had filled for four years.

**SHIPPING BRIEVITIES**

Captain C. Inglis, master of the s.s. "Seistan" in an official report to the Master, states: "One Chinese deck passenger died from chronic dysentery on May 13, and was buried at sea." The "Seistan" arrived here yesterday from Singapore and Hobe and her owners are the Oriental Navigation Co.

The motor vessel "Santos Maru" (O.S.K.) which arrived here early this morning is reported to have one case of measles. The "Santos Maru" arrived here from Kobe.

The U.S.S. "Tulsa" has arrived here from Canton. She is going to the Philippines where she will be put on the retired list.

**CONSIGNEES' NOTICE.**

Consignees of cargo ex s.s. "City of Mobile" are reminded to take delivery of their goods which will be subject to rent after May 21.

**NO ENTRY**

BRITISH MASTERS' SUCCESSFUL APPEAL  
COSTS GRANTED

London.—The King's Bench Divisional Court allowed the appeal of George Henry Patterson, master of the British steamer "Greivale," from the decision of the South Shields magistrates, who dismissed his complaint against four members of the ship's crew of an alleged offence against discipline during the voyage from Colombo to the United Kingdom. At the hearing of the complaint, preliminary objection was taken by the defendants that the magistrates had not jurisdiction, as no entry of the alleged offence was made in the ship's log book. The magistrates ruled the objection good, and dismissed the master's complaint.

Mr. William McNair, for the master, submitted that the magistrates' decision was wrong. In law, as they had power to continue to hear the case. Giving judgment, the Lord Chief Justice said there was no doubt the provisions in the Merchant Shipping Act for making entries in log books were as much in the interests of shipowners as accused persons. His lordship would be sorry to give any decision which might diminish the protection which the Statute gave to accused persons, but when one looked at the various provisions as a whole, it was not correct to say that the production of an entry in the log book was a condition precedent. The section dealing with legal proceedings stated that entries in the log book should if practicable be produced or proved, and in the case of such production or proof the Court hearing the case might in their discretion refuse to receive the evidence of the offence or act of misconduct.

The reason given for no entry having been made in the log book of the "Greivale" was that the alleged offence extended over the whole voyage, and it seemed to be ludicrous to say that it was not practicable to produce the entry when in fact there was no entry at all. He was satisfied that the words of the section were sufficiently wide to cover a case where it was not practicable to produce an entry for the reason that none was made. While the Act made the log book entry admissible in evidence, it did not make it the only evidence, and the proper course was for the magistrates to continue the hearing of the case.

Justices Avery and Swift concurred, and the appeal was allowed, with costs.

**SIX ELECTRIC SHIPS****DOLLAR STEAMSHIP LINE'S ORDERS**

The Dollar Steamship Line contemplates the construction of six liners, two of which may enter the around-the-world service of the line, while the others will be employed in the trans-Pacific service, replacing vessels now operated in that trade. The placing of the contract for two of these vessels with the Newport News Shipbuilding and Dry Dock Co. is expected to be announced shortly. Two are to be built by the New York Shipbuilding Corporation at Camden.

All six will be of the same type, about 650 feet long, with turbo-electric drive and a speed of about 20 knots, and accommodation for about 350 passengers.

It was announced recently by Mr. R. Stanley Dollar, vice-president of the line, that the vessels are to have larger public rooms and greater deck spaces than any of the eight vessels now being operated in the around-the-world service. These innovations are expected to make the vessels more attractive to tourists. The vessels also may carry wireless equipment. It is understood that the vessels will cost about \$1,400,000 each.  
It is understood that the contract for two passenger and cargo liners to be built for the San Francisco-Sydney service of the Matsun Line is to be awarded to the Bethlehem Shipbuilding Corporation for construction at the San Francisco plant of the company. The Bethlehem bid was the lowest of those recently submitted, and was some what higher than that contemplated by the Matsun Line. Since then negotiations have been carried on with a view to bringing the costs in line with the ideas of the owners, and it is reported that a satisfactory basis has been arrived at.

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[1,068 tons—Capt. O. B. Wilks.]

MAY  
SUN. 19th WED. 29th  
FRI. 24th

S.S. "TAI MING"  
[649 tons—Capt. G. J. Spink.]

MAY  
TUES. 21st FRI. 31st  
SUN. 26th

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**NEW YORK, BOSTON, & BALTIMORE** ..... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF SINGAPORE" ..... via Suez Canal ..... 14th June.

S.S. "CITY OF MALAKA" ..... via Suez Canal ..... 12th July.

S.S. "CITY OF BEDFORD" ..... via Suez Canal ..... 9th August.

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MOREA	10,953	25th May	Bombay, Marseilles & London.
*LAHORE	8,256	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	10,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles, London, Antwerp & R'dam & Hamburg.
KASHGAR	9,005	6th July	Marseilles, London & Hull.
*MIRZAPUR	6,715	9th July	Straits, Colombo & Bombay.

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## BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	25th May	Singapore, Penang & Calcutta.
TALMA	10,000	12th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TAKADA	6,949	12th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	31st May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	12th July	
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	
ST. ALBANS	4,500	4th Oct.	

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The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolambangan, Tawau, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—  
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The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

*ROSSINGTON COURT	—	21st May	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	23rd May	Shanghai, Moji, Kobe & Osaka.
RAJPUTANA	10,568	24th May	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
SANTHIA	7,754	5th June	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSINGTON COURT	—	10th June	
*MIRZAPUR	6,715	10th June	Shanghai, Moji, Kobe & Yokohama.
*ALFORD	4,573	19th June	Shanghai, Moji & Kobe.
TAKADA	6,949	21st June	Amoy, Moji, Kobe & Osaka.
KHYA	9,135	21st June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	5th July	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	6th July	Shanghai, Moji & Kobe.

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S.S. "NEBUS"	.....	Via Suez Canal	5th June.
S.S. "CITY OF MOBILE"	.....	Via Suez Canal	14th June.
S.S. "MACHAON"	.....	Via Suez Canal	3rd July.

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## KOWLOON MATTERS

### RESIDENTS' ASSOCIATION DISCUSSION

#### BATHING & TRAFFIC

The monthly meeting of the General Committee of the Kowloon Residents' Association took place on Monday evening in St. Andrew's Church Hall, the following being present:—Mr. C. M. Manners (President), Mr. F. C. Mow Fung (Vice-President), Mr. C. Terry (Hon. Secretary), Mr. E. Abraham (Hon. Treasurer) and the Rev. J. H. Johnson, Messrs. E. Cock, B. W. Tape, T. T. Laurensin, B. Wylie, F. J. Easterbrook, P. W. Stapleton, R. Pestonji, H. Un, J. M. Alves, J. H. Hunt, W. J. Brown, C. B. Riggs, E. C. Tregillus, and W. Goldenberg. Apologies for absence were received from Messrs. W. J. Stokes and Lai In-to.

The minutes of the previous meeting having been read and confirmed, the Hon. Secretary read a correspondence between the Association and the Government with regard to the proposal put forward by a group of residents for the development of Laichikok beach for bathing purposes.

The Government in their reply stated that this proposal had not been approved as the provision of a public bathing beach was being considered by the Government, and that the Government had now approved the erection of public bathing sheds, etc. It was decided to request information from the Government as to whether the work would be completed in time for the facilities to be available this season.

#### Children's Playgrounds

Letters from the Association to the Government with regard to lack of supervision at the Chatham-road playground, and the provision of a playground in Yau-mai were read and approved, and it was decided to endeavour to ascertain when work would be commenced on the new playground at Middle-road.

#### "Star" Ferry Approach

A lengthy report from the sub-committee was read, setting out expedients for immediate relief of the traffic congestion at the "Star" Ferry, pending the introduction of a complete scheme of revision of the lay out. It was unanimously decided that the proposals be recommended to the authorities for immediate action, the urgent necessity for some such scheme being apparent.

#### Motor Traffic

Correspondence with regard to the speeding of motor vehicles past the Children's playground, and the provision of "School" signs in the vicinity of Kowloon Junior School was laid on the table, together with a letter from the Association to the Water Authority with regard to the unsatisfactory position in Kowloon on May 2 as to water restriction.

Letters were also read from the various bus companies with whom the Association had communicated, regarding the issue of books of 2nd class tickets for the convenience of firms employing large numbers of fitters, coolies, etc. It was ascertained that such books were available from the Kai Tak and China Motor Bus Cos., and that the question of their introduction was under consideration by the Kowloon Motor Bus Co.

#### Board of Education

The period of appointment of Mr. B. Wylie as a member of the Education Board being due to expire on May 19, it was unanimously decided that he be nominated for re-appointment.  
The President expressed the thanks of the Association for Mr. Wylie's past services in this connection.

#### Burials from Kowloon

A letter from the St. Raphael's Burial Society regarding the exorbitant cost of transit for bodies across the harbour was read, it was pointed out that the Association had approached the Government on this subject in April last year, but nothing had been done. It was decided to bring the matter again to the attention of the Government and request that some facilities might be provided for this purpose.

#### Increase in Membership

Other correspondence with regard to playing fields on King's Park and noises at night having been dealt with the question of increased membership of the Association was discussed. The Hon. Treasurer reported that forty-three new members had joined since the last meeting; although considered very satisfactory it was felt that this effort should be kept up, and a sub-committee was accordingly appointed for this purpose, consisting of Messrs. J. H. Hunt, H. Un, J. M. Alves and W. J. Brown. This concluded the business, and the meeting closed at 6.50 p.m.

## NOTICE TO CONSIGNEES.

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## PASSENGER LISTS

### ARRIVALS

Per the R.M.S. "Empress of Asia" May 13:  
L. de la Cruz, R. J. Reyes, Soat Hong-yen, Yu Tiong-ye, Lim Ausai, Miss Yu Ah-kai, Miss Yu Bee-chee, Yu Kep-fong, Yu Kah-fong, Yu Kah-tai, Miss Yu Hio-go, Miss Yu Bee-yong, Yang Pao-yang, Mr. and Mrs. Baitazar and daughter, Mr. and Mrs. Lim Rong-jin, J. B. Emmert, E. J. Abad, Mrs. C. F. Mayer, M. Pilbeam, Mr. and Mrs. E. J. Keller, Mrs. Kwa Tak-man, S. Y. Tao, G. Jiwansing, Mr. and Mrs. G. Dunlap and daughter, Mrs. C. Reynolds, Mr. Quion Yem-fu, Rev. G. Diez and Miss Diez, Chan Sing, Ng Yung and C. North.

### DEPARTURES

Passengers from Hong Kong per "Empress of Asia" yesterday to Vancouver via ports:—

Miss E. E. Alkin, Miss K. N. Ackert, Mr. and Mrs. B. B. Anthony, Mr. and Mrs. F. Ames, Miss M. Anderson, M. C. Armstrong, Miss E. Armstrong, Mrs. G. E. S. Bostock, Mrs. W. H. Bremner, H. D. Browne, J. Burdick, Miss C. E. Bruce-Burke, D. Burdick, Dr. D. G. Beebe, J. A. Blanco, Mrs. Chin Lo Shi, Chi Cheok-sang, Cheung Chung, W. K. Chung, Mrs. M. G. Carvalho, Miss A. M. Carvalho, T. C. Chow, Ching-chuen, Col. L. M. Cosgrave, Mr. and Mrs. T. Y. Chan, Mr. and Mrs. A. J. Cobofoft, Miss K. M. Cobofoft, R. Coucill, Chan Yik-chue, Mrs. Chen and infant, Mrs. M. Chan, Mrs. T. M. Chen and infant, Mrs. C. L. Chen, Miss Chen, Chin Fook-hoi, Mrs. Chang Shee, J. M. Dalgarno, W. J. Dusenbury, J. W. Dusenbury, Mrs. I. Drew, Miss D. Drew, Miss A. W. Ericsson, Mrs. A. H. Ferguson, and children, Mrs. W. S. Falis, J. Fixture, F. F. Fairman, Fung Wai-kom, Mr. and Mrs. W. Faid, Mr. and Mrs. J. Fleming and infant, J. H. Franks, Foo Saue, Foo Bing-cho, Mr. and Mrs. W. B. Gregg and son, A. Gwitich, H. Gild, Miss J. Guantero, Mr. and Mrs. F. M. Griggs, Mrs. Heung She, Hoe Hoong-zur, J. M. Henry, Mr. and Mrs. D. Deathecote, and children, C. Y. Ho, A. Heynes, Ho Chah-hin, J. Helary, Mrs. H. Stone Hull, Miss S. D. Hooper, Miss M. E. Hooper, Ho Lai-sang, Sister M. Hanover, Mr. and Mrs. J. A. Hodson, Miss N. A. Hodson, M. Jethmal, Mr. and Mrs. J. van der Jagt, Mr. and Mrs. Pan Jackson, and infant, G. S. Kwok, Mr. and Mrs. Kellers, Mrs. Kong Shee and infant, Mr. and Mrs. H. A. Kruijtsbosch and family, K. S. Kwan, Mr. and Mrs. Kan Ying-pu, R. Kwok, Y. F. Kam, H. H. Kelly, Ko Kwok-chin, Kwan Tai-po, Miss Leung Pui-chen, Leong Yat-kwan, K. L. Lee, Leung Shen, Mr. and Mrs. J. Ledbury, Lo Kan, Lee Lai-chee, Mr. and Mrs. N. K. Lee, T. M. Lee, I. M. Loo, Mr. and Mrs. J. L. Lock, Law Yan-Chuen, C. Lacerna, Lee Ging-theng, Miss F. Lang, Miss M. Lang, Miss A. Law, Leong Lai-wing, Lai Charn, Lai Kai, Lam Kam-sheung, Mrs. Lai Fang, Capt. J. H. Lowes, Ma Pak-yock, Mr. and Mrs. H. J. Monckton and family, E. M. Mitchell, A. MacGowan, Mok Wing, Mrs. J. M. Moore, F. M. Maloyian, Sir Alexander and Lady, MacCormick, Miss M. MacCormick, Miss D. MacKeown, Mok Hing, Ng Pak-kin, Miss E. N. Naytow, Ng Man-yung, Ng Kwok-king, Dr. A. F. Oliveros, Pan Yock-tin, Rev. A. Patrick, Miss Pan Ying, C. C. Quan, E. F. Richards, G. E. Robinson, J. D. Ramnaal, J. Ramandas, J. P. Runklett, M. T. Rankin, Mr. and Mrs. J. S. Sutherland, O. Stenstra, Mr. and Mrs. W. R. Snow, A. L.

Shields, Mrs. N. Squire, Mrs. E. Stone, Mrs. Shee Yok-fong, Mrs. F. M. Sutton, Mrs. H. M. Sell, Mrs. Sheun Sze and infant, Mrs. A. E. Shuster, G. M. Toplin, Miss M. C. Thomas, Tsang Tin-hum, C. Tong, Miss P. Y. Tong, H. E. Mr. and Mrs. Tong Shao-yi, Tom Chan, M. M. Tackey, H. A. Thomlinson, Miss M. C. Tibbary, W. Taylor, Tong L. Suen, Tang Kin, Tim Fung, Tsai Show-tze, J. W. Verner, Mrs. F. M. Vega, Woo Shih-lun, Wong Hon-chi, L. T. Wu, Mr. R. C. Woollerton, R. A. C. Watson, Dr. C. Y. Wang, J. Well, Mrs. L. M. Wilkinson, H. Williams, Wong Che-ching, Mr. and Mrs. B. Wolf and son, K. C. Wang, J. Wong, Mrs. Wong Loo She, Miss A. Wong, Wong Sau-sam, Mrs. W. Wong, Mrs. Yan Shee, Yu Pau-nam, Yuen Tse-ho, Mrs. Yip Shee, C. Y. Yee, Yook Tack-wah, Mr. and Mrs. Zung Tze-chuen, Mr. and Mrs. Zung Yek-chen, Mr. and Mrs. Zung Fung-hui.

Per s.s. "Siberia Maru" for San Francisco and Los Angeles on May 15:—

C. L. Wong, T. W. Cheng, T. C. Liu, K. C. Lien, T. T. Chang, S. T. Tsan, C. K. Wong, Loh Tsong-tan, Cheun Chak-sang, Wong Suk-ken, Mrs. Chu Sze, Mrs. Lee Sze, P. Y. Zee, Wong, Sootack, T. Veishi, J. Takahashi, Yeung Yung-liang, C. W. Yang, Capt. H. J. Hawthorn, Y. Kurihara, Y. Inouye, S. Tetsuka, S. Arjan Singh, Mrs. L. A. Talman, H. W. Fowler, Mr. and Mrs. E. C. Farlin, and family, R. K. Kirkman, John McCoy, Mr. and Mrs. H. G. Kribs, F. N. Kribs, Mrs. L. E. Erwin, Mr. and Mrs. Leon D. Harris, and family, Chan Hon, Ma Luk-pun, Chan Fan, Miss Lau, Miss Kan, Y. C. Yu, Leung Chu-hing, Mrs. Chan She, Lam Shee, Leung Ho-kuen, and Yeung Ko-kau.

The Italian steamer "Petraea" (3,102 tons), swung by the tide in the Thames damaged a Limehouse jetty and sank a barge.

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Pres. Grant ... Tues. June 4

Pres. Cleveland Tues. June 18

Pres. Pierce ... Tues. July 2

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Pres. Folk ... Sun. June 2, 8 a.m.

Pres. Adams ... Sun. June 16, 8 a.m.

Pres. Harrison Sun. June 30, 8 a.m.

Pres. Johnson Sun. July 14, 8 a.m.

Pres. Monroe ... Sun. July 28, 8 a.m.

### TO MANILA

Pres. Jefferson May 21 6 p.m.

Pres. Grant ... May 25 6 p.m.

Pres. Lincoln ... June 4 6 p.m.

Pres. Pierce ... June 22 6 p.m.

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Hong Kong, April 1, 1924.

## ON THE HOLY SITE

### GOVERNMENT OF JERUSALEM INTERVENES

#### CLASH AT THE TOMB

Jerusalem—Major E. Keith-Roach, the Governor of Jerusalem, was called away from lunch by Rudyard Kipling to settle an unseemly squabble at the Holy Sepulchre recently.

Greeks which Copts trespassed on the altar to which Latins, in accordance with time-honoured custom, came for a pontifical Mass preceding the feet-washing ceremonial. The Governor ordered the Latins to stand aside until the celebrants had finished their service.

There was also a clash at the tomb of David, where the Moslem owners of the site attempted to prevent Franciscan monks from carrying out their traditional pilgrimage to the shrine. The police finally ordered the pilgrims to leave the tomb, and placed a guard over the premises, which were closed.

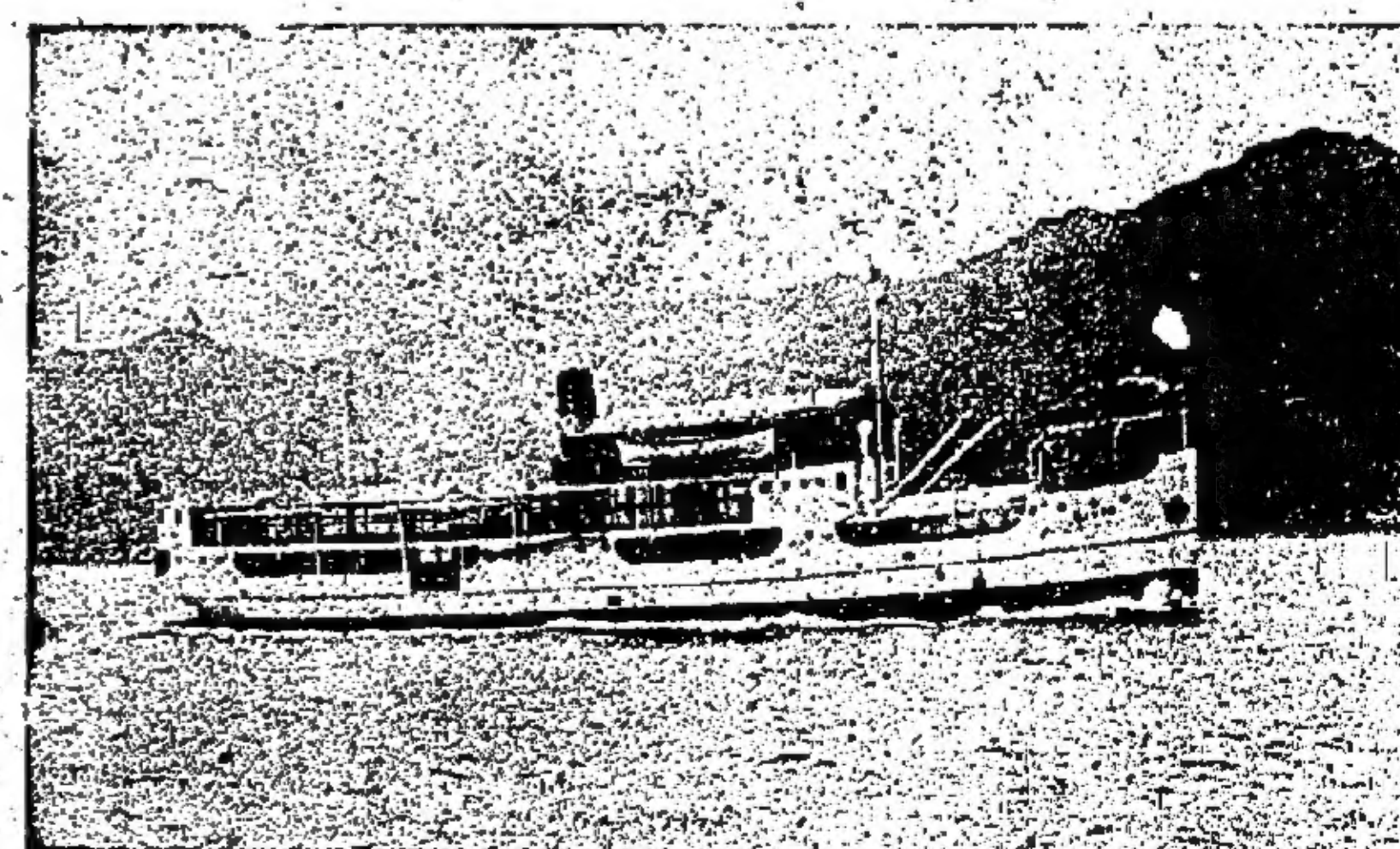
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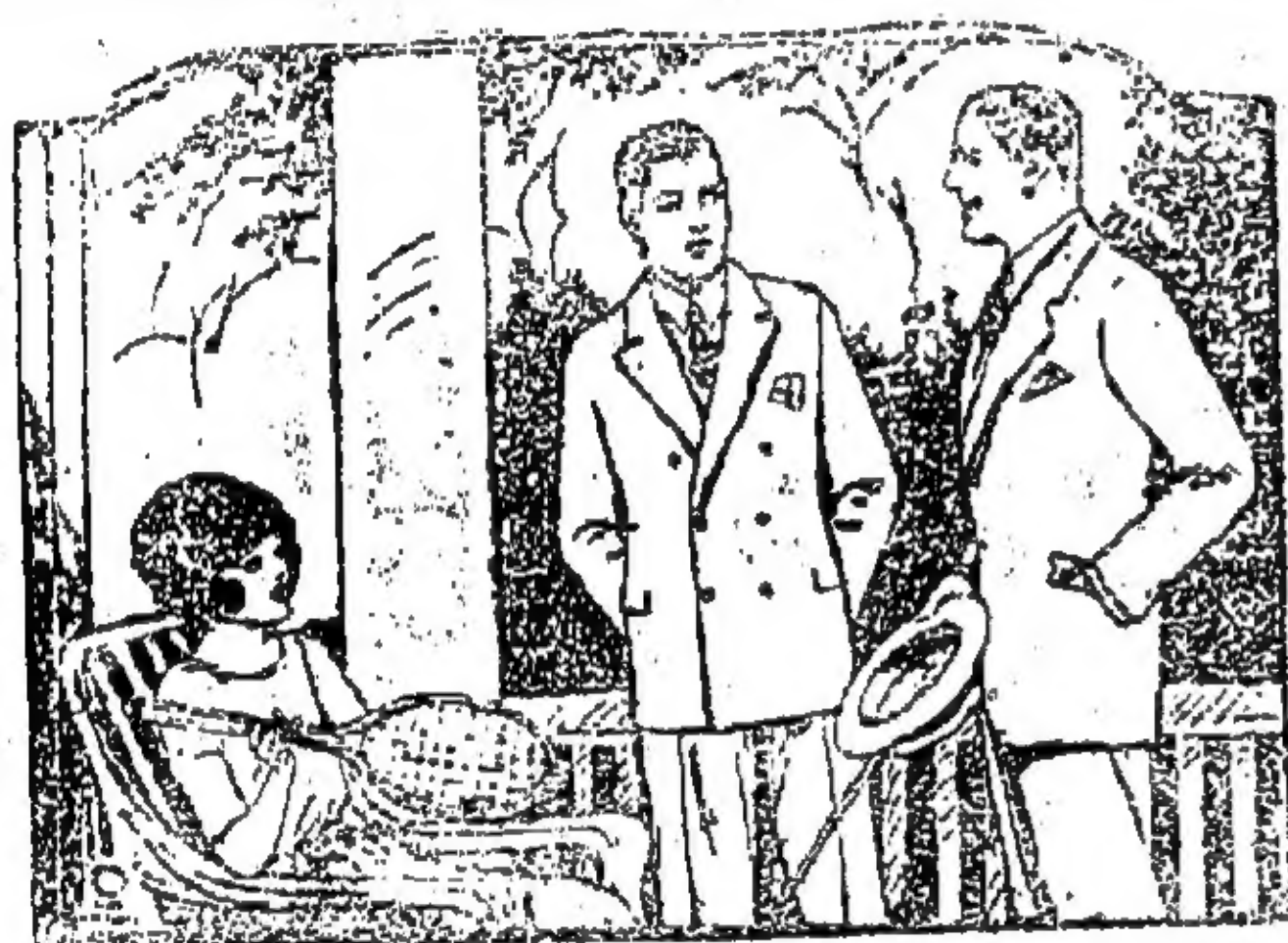
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#### Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

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Hong Kong, Thursday, May 16, 1929.

#### TWO IMPORTANT SUBJECTS

That inveterate friendly critic of Government action and inaction, the Hon. Mr. J. P. Braga, will again be very much to the fore to-day when, at the Legislative Council meeting, he intends to catechise the Government on two questions of very considerable local importance, namely, the proposed motor-car taxation and the alleged "inefficiency" of the rank and file of the local Fire Brigade.

With reference to the first subject—the taxation on motor-cars—Mr. Braga is evidently strongly opposed to the Government's proposals, and it would appear that he bases his opposition on sound conclusions, judging by the queries he intends to bring forward. He very properly points out that the weight of public opinion—as so far expressed in interviews in the "China Mail" and Press articles generally—is against the recommendations of the Committee appointed to advise on the matter and, such being the case, he just as pertinently wants to know if the Government intends to proceed with the proposed taxation. Judging, however, by what Mr. Braga says, quite formidable opposition is now being formulated by various organisations, and doubtless he is well informed on the point. He says that there is a generally expressed opinion to the effect that "one of the primary needs of the Colony is decentralisation—development of suburban residential areas particularly," for which "cheap transport is essential." That is to proclaim the obvious!

What Mr. Braga has to say regarding the Fire Brigade is equally interesting. There has been, undoubtedly, quite a lot of more or less relevant comment on the Brigade, more especially since the King Edward Hotel fire inquiry brought the question into special prominence, and the Government's replies to Mr. Braga's queries may at least clear the air. It would, however, be better to refrain from comment until to-day's meeting brings the question into what may be regarded as a truer perspective.

What I feel more than anything else is the extraordinary limitation of all our knowledge compared with what is. The progress of physics at the present time is breath-taking. . . . If we realised how things were constituted, how all the things we see—landscapes, buildings, houses, people, bodies, everything—all are built out of groupings of two little electrical units—the proton and the electron—we should be astonished.—"The Sunday Sun" (London).

Mr. G. S. Moss, M.B.E., has arrived in Canton from Foochow to take up his appointment as British Consul-General in succession to Mr. J. F. Brennan, C.M.G., who went on leave at the beginning of last month. Mr. A. A. L. Tuston, who has been acting Consul-General in Canton since the departure of Mr. Brennan, is leaving to-day for Foochow, where he has been appointed Consul.

One case of cerebro-spinal fever was notified yesterday, the patient being Chinese.

The Government, we should be inclined to think, will find some of the queries rather difficult to answer satisfactorily—at least to the satisfaction of those interested, for instance, in petrol consumption and to those owning motor-cars. The reference to the possibility of the tax weighing most heavily on those least able to bear it, namely, the users of public buses is another matter to which Mr. Braga calls attention, and the Government will have to be very explicit upon this point. Another aspect of the question to which Mr. Braga invites the Government's attention is the "indirect blow at the Free Trade policy of the Colony" that such taxation may justly be regarded as detrimentally affecting. This aspect of the question was dealt with in an interview with certain motor car interests interviewed in the "China Mail" immediately the report of the Committee was published.

These and other queries have been submitted to the Government for its perusal and the replies to them will be awaited with keen interest.

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We are informed that the concert in aid of the funds of the Sailors' and Soldiers' Home last Saturday realised \$300. The Home Committee are greatly indebted to all who took part and who assisted on making the concert the success it was.

Owing to the continued indisposition of the First Magistrate (Mr. E. W. Hamilton) the extradition case concerning a man who is charged with kidnapping and armed robbery two years ago in the Watchow district, has again been adjourned until Tuesday.

The Chinese occupier of No. 113, Wuhu-street, was charged before Mr. T. S. Whyte-Smith, at the Kowloon Magistrate with exposing for sale the carcass of a pig which was unfit for human consumption. A fine of \$10 was imposed.

Yesterday Major C. Willson, O.B.E., had before him the "size foo" (skilled worker) and two other employees of the Yue Loong native distillery, Aberdeen, who were charged with having been concerned in a process of secret distillation, (the fermenting of 40 gallons of molasses mash), without the knowledge of the Revenue Department. They were also alleged to have failed to record the distillation in question. Hearing of the case was fixed for Tuesday. Bail, on the application of defending counsel (Mr. Hin-shing Lo, instructed by Mr. J. M. Hall) was reduced to \$500 in the case of the "size foo" and \$100 for each of the two fokis.

#### LORD MOYNIHAN

#### FIRST PEERAGE FOR A SURGEON

#### WELL-EARNED REWARD

It will interest our readers to learn that the world-famed surgeon, Sir Berkeley Moynihan, Baronet, has been created a Baron by His Majesty the King. Hence, for the first time in British history, a Surgeon has been raised to the rank of a Peerage. It is to Lord Moynihan that the University of Leeds, and especially the Leeds School of Medicine, has been made world-famous, and that Leeds has now become such a great medical centre, to which notabilities from all parts of the earth go, in order to consult this renowned physician who states that he is doomed to the practice of Surgery, in which art, Mayo, Crile, and many other great surgeons who have visited his Leeds Clinic, state that his mastery of this difficult art is epoch making, and that to watch him at work makes one feel that Surgery is child's-play. Like most great men, he makes the difficult look easy.

#### Good Old Yorkshire

Lord Moynihan has adopted the style and title of Baron Moynihan of Leeds in the County of York (England). Many people will be therefore interested to learn why some people are sometimes styled Lord . . . and at other times Baron, Viscount, Earl, Marquis, and in the case of a Prince or chief, Duke. All people holding the rank in the peerage of Baron, Viscount and Earl, in this order of status, are generally styled as Lord "so-and-so" of . . . Above the rank of Earl the Peer does not use his name and is then styled . . . the Marquis of . . . or in the case of the highest peerage as held by a Prince . . . The Duke of . . .

#### A Well-Earned Reward

Taking the liberty of illustrating this by using Lord Moynihan's name (the highest rank he could hold would be Marquis), in the order of rank from top to bottom of the Peerage he would be styled . . .

The Marquis of Leeds.  
Earl Moynihan of Leeds.  
Viscount Moynihan of Leeds.  
Baron Moynihan of Leeds.

Sometimes in place of the surname a name of a river, etc., is used as, for example, Baron Aire of Leeds.  
Below the rank of Baron, which is the lowest in the Peerage, is a Baronet, which is hereditary as are the ranks of the Peerage. As a Baronet, Lord Moynihan was styled Sir Berkeley Moynihan Bart. and before that when he was a Knight, Sir Berkeley Moynihan. The rank of Knight is non-hereditary.

#### Heartiest Congratulations

Our heartiest congratulations go to Baron Moynihan of Leeds, on being selected for this very high honour, which he has well earned, in the many posts he holds, (apart from his world-wide consulting practice), including that of President of the Royal College of Surgeons of England, Emeritus Professor of Surgery in the University of Leeds, Consulting Surgeon to the Leeds General Infirmary, and other well-known hospitals up-and-down the Country, including London, and abroad.

#### Founder of Great Journal

Baron Moynihan of Leeds is the founder of the greatest British

#### KAI TACK TRAGEDY

#### INQUEST ON THREE OF THE VICTIMS

#### LANDING SPEED

The Coroner's inquiry into the deaths of the three Chinese who were killed as the result of the aeroplane accident at Kai Tack on April 27, was resumed by Mr. T. S. Whyte-Smith and a Coroner's jury at the Kowloon Magistrate's court yesterday.

Flight Lieut. Pearce said that the landing speed with a "plane of the type piloted by Lieut. Watson, would be about 70 miles per hour, approaching the landing stage. Just prior to touching the ground the speed would be between 55 and 60 miles an hour. To cover a distance of 600 yards, the "plane would occupy about ten seconds. If there was a complete absence of wind, a "plane would travel about 300 to 400 yards before stopping. The pilot would have to make up his mind in about two seconds if he wanted to change his plans.

Sergeant Kent, a passenger in Lieut. Watson's "plane, said that when the wheels of the "plane touched the ground, the machine was about 200 yards from the fence. The landing was very fast, the "plane traveling at about 40 to 45 miles an hour owing to the absence of wind. No sooner had the "plane touched the ground than the pilot opened up the throttle and was about to take off again when the "plane hit the top of the fence and then the machine. It was only a few seconds from the time the "plane touched ground to the time it struck the fence, and a matter of a fraction of a second later before it hit the shed.

By the jury: He did not consider the speed too fast to effect a proper landing.

Asked what his theory of the accident was, witness replied that the pilot had attempted to land but found he was "over-shooting" and attempted to get up again.

Lieut. Watson was re-called at the request of the jury, and he indicated on the map of the aerodrome, produced by Squadron Leader Keeble, the course he had taken in landing.

Asked as to whether he had received instructions to make a quick landing on account of the lateness of the hour, the witness replied in the negative.

Mr. F. E. Lawrence, of the P.W.D., and Mr. A. J. Braley gave evidence before the adjournment.

#### JUBILEE APPEAL

#### DIOCESAN BOYS' SCHOOL AND ORPHANAGE

#### GENEROUS DONATIONS

In connection with the Sixtieth Birthday Appeal and Commemorations and the Diamond Jubilee Endowment Fund, the following donations have been paid or promised:—

Mr. Lee Thiam-seng (Formosa)	1,000
Mr. Wee Tong-bo (Formosa)	1,000
Sir Robert Ho Tung	1,000
Mr. Tjia Mah-yan (Sai-gon)	1,000
Anonymous	5,000
Mr. J. E. Joseph	1,000
Estate of the late Mr. Chan Kai-ming	1,000
Mr. Wong Kam-fuk	500
Dr. B. C. Wong	250
Mr. B. Wong	50
Messrs. Jardine, Matheson & Co., Ltd.	500
Canton Insurance Office	250
Hong Kong Fire Insurance Office	250
Hon. Mr. E. D. F. Beith	250
Sir B. Pasco	20

Total \$13,070

Note—\$2,000 of the above has been allocated to additional Buildings. The following amounts have also been received for Buildings:—

Mr. Lee Ian-pit (Formosa)	\$ 200
Mr. Lee Ian-to (Formosa)	200
Mr. Wee Chai-goo (Formosa)	200
Mr. Wee Chai-goo (Formosa)	200
Mr. Chan Wing-yung	100
Mr. Chan Shiu-yung	100
Mr. Wong In-kai	100
Mr. Hui See-fun	120
Mr. Kaan Sze-chiu	100
Mr. George Chow Che-kung	100
Mr. John Chow Che-ngai	100

Total \$1,520

The engagement is announced between S. Gordon Martin, of the Boy's School, Chefoo, second son of Mr. and Mrs. J. B. Martin, of the China Inland Mission, and Frances Heather, younger daughter of Mr. and Mrs. W. R. Moore, of Oxford.

Mr. Denis Hazell has returned to Singapore from Hong Kong and Manila. Mrs. Hazell and daughter followed by the "Mantua" from Hong Kong.

At St. Andrew's Cathedral, Singapore, there was a memorial service for the Rev. George Dexter Allen, who died in England on April 20.

#### PAPAS—

#### PAPAS NOT!

He had just asked her to marry him, and she had murmured, "Yes; Jack, dear." She ventured, after a long silence, "Am I the only girl?"

The young man's arms tightened about her. "Joan," he interrupted fiercely, "don't ask me whether you are the only girl I ever loved, you know it as well as I do."

"That wasn't what I was going to say, Jack," she answered. "I was going to ask if I was the only girl who would have you."

Scientist: "Some of the grandest inventions of the age have been the result of accidental discoveries."

Fair Lady: "I can really believe it. Why, I made an important discovery myself and it was the purest accident too."

Scientist: "I should much like to hear it."

Fair Lady: "Why, I found that by keeping a bottle of ink handy, a fountain pen can be used just the same as any other—without the bother and mess of filling it."

The teacher was explaining things to his class.

"For instance," he said, "I want to introduce water into my house. The pipes and taps are in order, but I get no water. Can any of you tell me why?"

He expected the children to see that it was because he had not turned it on, but the boys looked puzzled.

"Can no one tell me what I have neglected?" asked the teacher.

"I know," replied one boy at last. "You haven't paid your water rate."

An inspector went to a boys' school, and told a certain class that if any boy could ask him a question he could not answer he would give the boy sixpence.

A bright lad asked: "Why am I like a dead horse?"

The inspector could not answer, and the boy replied: "Because I am waiting for the tanner."

"What impressed me most of all," said the London motorist to an American at the hotel, "was the beautiful gorge at Cheddar."

"Yes," said the American tourist; "it was the only square meal we got."

Buttons (arousing the guests): "Get up, get up! The hotel's afire!"

Thrifty Touring Sect: "Right, laddie; but if I do, mind ye, I'll no' pay for the bed."

Johnny: "Did Moses have dyspepsia like what you got?"

Dad: "How on earth do I know. Why do you ask such a question?"

Johnny: "Well, our Sunday teacher says the Lord gave Moses two tablets."

"That is a skyscraper," announced the guide.

Old Lady: "Oh, my! I'd love to see it work."

If you make up your mind to do a thing, better do it at once. Remember the story of the clergyman who proposed to the widow on the way back from the funeral, only to be told that she had already accepted the undertaker.

#### "LET WOMEN ALONE"

#### WANDA HAWLEY IN LEADING ROLE

#### BRIMFUL OF INTEREST

The film "Let Women Alone," is having its final showings (5.15 and 9.20) to-day at the World Theatre.

Wanda Hawley takes the leading part, and opposite her is Pat O'Malley.

The film unfolds the policies of salesmanship.

Brimful of interest, it is mingled with comedy and excitement.

M. P. M. News, a Christie comedy (starring Charlie Murray) and a Prisma Colour are shown in addition.

The engagement is announced between S. Gordon Martin, of the Boy's School, Chefoo, second son of Mr. and Mrs. J. B. Martin, of the China Inland Mission, and Frances Heather, younger daughter of Mr. and Mrs. W. R. Moore, of Oxford.

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**"EN PASSANT"**

Views on Matters Here and There

[By C.L.C.]

**Sino-Japanese Treaty?**

It is indeed gratifying to know that the Sino-Japanese incident has been satisfactorily settled. Japan is to be commended for her sincere expression of friendship in waiving her claim to an apology and agreeing to a joint expression of regret for an incident which both parties are willing to forget.

The full Notes exchanged between Dr. Wang and Mr. Yoshizawa are most satisfactory. Each side continues to maintain its point of view on the famous Article 26, but both agree to give up wrangling over it and to proceed to the negotiation of a new Treaty for the sake of friendly relations.

There is, however, one fly in the ointment, and Japan is to be heartily commended for standing firm on that point. The point is that China takes the attitude, not only with Japan but with other Powers as well, that either party to a Treaty may abrogate it at its pleasure. Japan disagrees, saying that there is no such precedent in International Law, and that if admitted it would render treaties valueless.

Dr. Wang should bear in mind that an absurd stipulation of that nature will not do China any good at a time when she is determined upon treaty revision.

**Anti-Japanese Boycott**

With the issues practically settled, it therefore behooves China to call off the Japanese boycott. How much harm this blind and iniquitous agitation has done to Japan is not known—probably much less than is supposed. There can, however, be no question of the harm that the boycott has done to China herself, not only in monetary loss but also in prestige in so far that she had encouraged a spirit of lawlessness.

In allowing the boycotters to pursue their depredations the National Government is certainly storing up trouble for itself. To call these people patriots, who are in reality freebooters of the worst type, is certainly degrading a noble word. These men prey on society for their own ends. They are Communists to-day, strike-leaders to-morrow, and boycotters the day after.

One would think that to be bitten once would be to be twice shy, but it seems that the National Government, instead of holding a tight rein where these ignoble citizens are concerned, allow them full play, with the result that the country has not only but on several occasions found itself in a dilemma.

Political agitation cannot help China, and these who really have the interests of this vast country at heart, should come forward to work for its rehabilitation.

**JOHN GILBERT****CENTRAL FIGURE IN THRILLING ROMANCE****TO-DAY AT QUEEN'S**

"The Cossacks," a spectacular drama of the Turkish wars, will be screened from to-day to Saturday at the Queen's Theatre. John Gilbert and Renee Adoree are the principal players.

The new picture, directed by George Hill, is a vivid romance of old Russia with Gilbert as a shy, poetic youth who evolves into a swashbuckling soldier under the effects of his grim environment. Thrilling scenes of battle with the ferocious Turks are among the features of the production.

Renee Adoree is the heroine, and Ernest Torrence, Mary Alden, Dale Fuller, Neil Neely, Josephine Borio, Paul Hurst, and others of note are in the cast.

Hundreds of extras, the Cossacks, riders and Russian refugees, recruited from their villages in California, also appear in the picture, adding authentic colour.

The story, a red-blooded, lusty tale, thrilling with adventure and romance, was screened from the novel by Lyof N. Tolstol.

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**Extrality**

A cablegram from London two days ago stated that Great Britain cannot as yet give an answer to China on the question of the surrender of extraterritorial rights. America is also said to be prepared to relinquish her rights in China immediately.

This is satisfactory and reassuring news to Britons and Americans living in China, for one cannot be blind to the most glaring facts that China is far from being in the position to govern others. She has first of all to put her house in order, and this will not be an easy task judging from the ever recurring civil wars.

Although Dr. Wang has asserted that China is in a position to assume control, and to afford protection to foreigners, we nevertheless have our doubts, and these doubts are based on solid facts.

The writer has travelled through Nanking, Shanghai, Peking, Tientsin, Tsinan, and other parts of China, and has made an exhaustive study of her political and social conditions. He can only say "God help those foreigners in China who are deprived of extraterritorial rights."

There have been Russians, Germans and Austrians in Peking who have been dumped into a Chinese jail for three or four months before they stood their preliminary trial. The jails in China are all vermin infested, and prisoners are fed on a starvation diet. There is no justice, but plenty of corruption, and those who can grease the palm of the judge, or public prosecutor can even get away with murder.

**FLIGHT TO AMOY****CHINESE AVIATOR ON HIS ACHIEVEMENT****AN INTERVIEW**

Mr. R. Vaughan-Powell, of the Far-East Aviation Company, writes:

One of the most remarkable flights of recent years was successfully concluded on May 12 at Amoy, when Mr. Wen-lin Chen reached that port shortly after three o'clock, having successfully completed the last stage from Canton. News of his expected arrival had reached Amoy by telegram, and many officials and local residents assembled at the aerodrome to welcome him. About three o'clock the buzz of an aero-engine was heard shortly after the Avian came into sight flying at about 1,000 feet, and flew over the town and then landed at the Amoy Naval Aerodrome, having previously circled the spectators. The landing was exceptionally slow, the machine coming to rest in 40 or 50 yards.

Mr. Chen's flight companion was Mr. Johanson, a Danish aviator of many years' experience.

"On Business." The object of the flight was not to make records. Mr. Chen wished to visit many places in Europe on business and he very wisely decided that his best method would be to use one of the four Cirrus Avians he purchased in England. He set out from Croydon without any publicity or fuss, and passing through Germany, Egypt, and Persia he eventually arrived in India. Here bad luck overtook both the aviators, they were taken ill with malaria and had to spend nearly two weeks in hospital. As soon as they were

well they proceeded across India to Rangoon, where they remained four days to enable Mr. Chen to visit his mother.

From Rangoon the flight was continued across French Indo-China to Hanoi, and from here Mr. Chen decided to fly via Pak-hoi and Canton to Amoy as quickly as possible, in view of the trouble in Kwangtung and Kwangsi. Only short stays were made in both these last ports of call, Mr. Chen leaving Hanoi at 6.30 a.m., on May 10, reaching Canton on May 11 and Amoy on May 12.

A Personal Interview. Having visited Amoy specially to meet Mr. Chen, my boat arriving the day after he did, I was unable to carry out my original intention of actually meeting him on arrival. However, soon after landing I was lucky in obtaining a long interview with him. I asked him how he liked the Avian light aeroplane and the Cirrus Mark III engine, and he said that he considered them both first class productions. Both had given him excellent service under all kinds of conditions. When leaving Europe they had experienced cold, whilst in Persia and India the heat had been tremendous. The Cirrus had worked well under these extreme conditions. Throughout the flight Shell Petrol and Golden Shell Oil had been used, the consumption of petrol being approximately 5 gallons of petrol per flying hour, which was very economical considering that the Avian was carrying a very heavy load and the engine had been run at 1,800 revolutions per minute cruising. Mr. Chen was enthusiastic in his praise for the service he received at all landing places from Shell representatives.

Head of Naval Aviation. Mr. Chen is head of the Naval Aviation in Amoy, and he has decided to delay his flight to Foochow, Shanghai and Nanking so that he may pay attention to the erection of the three other Avro Avians which he has purchased. One of these a seaplane, all being fitted with the Cirrus Mark III engine.

Mr. Chen said that his machine "Amoy," even after this long flight required no serious attention; laughingly he exclaimed, "a bath and she will be as good as new." The "Amoy" is doped silver with Titamine Dope, which is specially prepared to protect the fabric on the wings from tropical sun and damp. On inspection the wings were found to be as tight as drums, which shows that this system of doping is correct in practice as well as theory. K.L.G. aero-engine plugs and British Thomson Houston magnets were used throughout the flight, and proved themselves worthy of the trust placed in them.

Without doubt the flight ranks amongst the first great aviation achievements of recent years, and congratulations on its accomplishment are due to the two aviators concerned, to Mr. Wu, and to the manufacturers of the Cirrus and the Avian.

**THE PHILIPPINES****DWIGHT DAVIS OFFERED GOVERNOR-GENSHIP****WELL-KNOWN STATESMAN**

Washington, Yesterday. Dwight Davis, ex-War Secretary has been offered the post of Governor-General of the Philippines, but has not yet decided whether to accept—Reuter's American Service.

[Mr. Davis, who was born in 1879 in St. Louis, Missouri, was in the first Coolidge Cabinet. He was captain and subsequently colonel of the Missouri State Infantry and is at present one of its reserve officers. He has been closely identified with city and state affairs.]

**National Cultures**

Eighteen racial groups contributed to the Great-West Canadian folk-song, folk-dance and handicrafts festival which was held in Regina on March 20-23. Serbians danced the Kola; Charles Marchand led the Bytown Troubadours in French Canadian folk-songs; Paul Bai, Danish baritone, rendered Viking songs; Jean Gould and her pupils represented Scottish and Welsh varieties. Who, looking at the picture above of Walter Yenbergh and Lina Geerts in their Dutch scene, would think this move for the blending of national cultures other than worth while?

**NEW ADVERTISEMENTS****BANK HOLIDAYS**

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 20th instant (Whit Monday).  
Hong Kong, 14th May, 1929.

**V. R. C.**

THE GENERAL MEETING of the Club will be held on WEDNESDAY, May 22, 1929, at 6 p.m.

C. J. COOKE, Secretary.

Hong Kong, May 16, 1929.

**TO LET OR FOR SALE.**

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

**FOR SALE.**

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

**NOTICE TO CONSIGNEES.****ELLERMAN LINE.**

From EUROPE.

The Steamship, "CITY OF MOBILE" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 21st May, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 28th May, 1929, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by,  
THE BANK LINE, LIMITED,  
General Agents,  
Hong Kong, 16th May, 1929.

**SHADOWS BEFORE.****COMING EVENTS ANNOUNCED IN THE "MAIL"****ENTERTAINMENTS**

To-day—Queen's Theatre:

"The Cossacks".

To-day—World Theatre:

"Let Women Alone".

To-day—Star Theatre:

"Becky".

To-day—Majestic Theatre:

"Circus Rookies".

May 18—Star Theatre: "Rookery Nook," 9.15 p.m.

Home Mails

To-morrow—Inward from Europe via Siberia (Kamo Maru).

Land Sale

May 21—At P.W.D. Offices, one lot of Crown land at Shamshuipo, 3 p.m.

Sport

May 18 &amp; 20—Fifth extra race meeting of H.K. Jockey Club, Happy Valley.

Lammerts' Auction

May 17—At Sales Room, Duddell St., Miscellaneous goods and sundry, 11 a.m.

May 22—At Sales Room, valuable household furniture, 2.30 p.m.

May 22—At Godown No. 18, H.K. &amp; Kowloon Wharf Godown Co., Ltd., Kowloon, miscellaneous goods 10.30 a.m.

Meetings

To-day—(H.K.V.D.C.) Sergeants' Mess Meeting, 6 p.m.

May 17—Half-yearly meeting of voting members of H.K. Jockey Club, H.K. Club Annex, 5.10 p.m.

May 22—Victoria Recreation Club meeting, 6 p.m.

May 23—Forty-eighth ordinary general meeting of shareholders of the Canton Insurance Office Ltd., Messrs. Jardine's offices, noon.

May 24—Meetings of Union Insurance Society of Canton, Ltd., China Fire Insurance Co., Ltd., and British Trader's Insurance Co., Ltd., at Union Bldg., 11 a.m., 11.15 a.m., and 11.20 a.m., respectively.

Miscellaneous

May 20—Dinner at Hong Kong Hotel to serving and ex-officers of the Royal Engineers.

The Legislative Yuan, according to the Chinese papers, has passed a law by which both married and unmarried daughters will have the right to inherit properties left by their parents, on the same basis as male children.

The "Pei Hua" (White Flower), a book considered by the Chinese authorities to be of a counter-revolutionary nature, has been banned by the Commissioner of Public Safety.

**PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 17th May, 1929, commencing at 11 a.m., at their Sales Room, Duddell Street.

15 Table Fans  
40 Tins Marine Glue  
15 Boxes Hosiery Needles  
1 Case Sample of Fermentation for the Laboratory  
121 Liqueur Brandy Glasses  
71 Pickle Jars  
19 Bitter Bottles  
2 Packages Personal Effects and

**A Quantity of MISCELLANEOUS GOODS**

Comprising:—  
Electric Lamp Bulbs, Sample Yarn, Packing, Cod Liver Oil Emulsion, Stationery, etc., etc.  
Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 16th May, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, 22nd May, 1929, commencing at 10.30 a.m., at Godown No. 18, The Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon (for account of the concerned).

**A Large Quantity of MISCELLANEOUS GOODS**

Comprising:—  
Dried Fish, Angle Iron, Iron Pipes, Naphthalene Balls, Sweepings, Mengrove Bark, Plate Cutting, Plank, Timber, White Zinc, Caustic Soda, Galvanised Pipe, Sulphate, Wire Shorts, Wire, Iron Tube, Lumber, Iron Ware, Drugs, Wine, Window Glass, Round Iron, Confectionery, Pencils, Bar Ends, Toys Wire Rods, Flat Iron, Flat Bars, Old Trunk, Charcoal, Empty Sacks, Tea, Red Wood, Mats, Personal Effects, Myrabollam, Matches, Pineapples, Yarn, Scrap Iron, Sulphate of Ammonia, Match Sticks, Porcelain, Soda Ash, Glass Bottles, Flour, Lead, and Groundnut Seeds, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 16th May, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, 22nd May, 1929, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

**A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.**

Comprising:—  
Teak Hatstand with Bevelled Mirror, Glass Cabinet, Chesterfield Couch and Armchairs, Drawing Room Suite, Desk, Bookcase, Ceiling and Table Fans, Pianos, Electric Gramophone, Cameras, Type-writers, Carpets, Rugs, Pictures, Wardrobe Trunks, Indian Motor Cycle, Porcelain Vases, Ornaments, Curios, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, White Frost Refrigerator, Ice Chests, Dinner Crockery, Cooking Stove, Glass Ware, E. P. Ware, etc., etc.  
Teak and Iron Bedsteads with Mattresses, Wardrobes with and without Bevelled Mirror, Dressing Tables, Chests of Drawers, Toilet Sets, Washstands, Baby Cots, Curtains, Linen, Enamel and Shanghai Baths, etc., etc.

and

**A Quantity of BLACKWOOD FURNITURE.**

Catalogues will be issued. On View from Tuesday, the 21st May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 16th May, 1929.

**RENEE ADOREE in "THE COSSACKS"**

- 5283 { SWEETHEARTS ON PARADE ..... Fox Trot.  
MY BLACKBIRDS ARE BLUEBIRDS NOW "
- 5284 { THAT'S HOW I FEEL ABOUT YOU ..... Waltz.  
SOME DAY, SOME WHERE ..... "
- 5285 { PO KEE O KEE OH ..... Fox Trot.  
JUANITA ..... "
- 5286 { GRIEVING ..... Waltz.  
WHEN ELIZA ROLLS HER EYES ..... Slow Fox Trot.
- 5287 { I'M CRAZY OVER YOU ..... Fox Trot  
THEN CAME THE DAWN ..... "
- 5288 { I'M A ONE MAN GIRL ..... Slow Fox Trot  
ON THE AMAZON ..... "

**Anderson Music Co., Ltd.****REMEMBER**

when you have a guest

THAT

**EXSHAW BRANDY**

IS THE BEST

Sole Agents:—

**CALDBECK, MACGREGOR & CO., LTD.**

Incorporated under the Companies Ordinances of Hong Kong.

Prince's Building, Ice House St. Tel. C. 75.

**BEST DUTCH CIGARS.**

本

Manufactured by:

**ROYAL "TRIO" CIGAR**

Works:

**AMSTERDAM.**

Sole Agents:—

**TABAQUERJA FILIPINA**

Asiatie Building, Queen's Road C.

**CHOY HEONG****MANUFACTURER OF PRESERVED GINGER AND FRUIT.**

Established For More Than Forty Years.

Office:—No. 90, Bonham Strand, Hong Kong. Tel. C. 1424.

Factory:—1A, Sham Chun Street, Mongkok. Tel. K. 400.



**ZEBRA PILSENER BEER**  
LIGHT PALATABLE

AND

**REFRESHING**

An ideal Drink for the Summer.

Sole Agents:

**Gande, Price & Co., Ltd.**

No. 2, Ice House Street.

Tel. C. 135. HONG KONG.



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SUBSCRIBERS  
TO THE  
CHINA MAIL  
CAN OBTAIN THROUGH  
US  
NEW OR SECOND  
HAND BOOKS  
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COST PRICE  
PLUS POSTAGE & 10 %

BIOGRAPHIES, ESSAYS, WORKS  
OF REFERENCE, ENCYCLOPÆ-  
DIAS, BOOKS ON ART, TECHNICAL  
BOOKS, MEDICAL BOOKS,  
FICTION, ETC., ETC.

For further particulars apply to the "China Mail" Office.

**G. FALCONER & CO. (HONG KONG) LTD.**  
WATCHMAKERS & JEWELLERS  
DIAMOND MERCHANTS.  
Union Building (Opposite G.P.O.)  
Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS AND TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
ENGLISH SILVERWARE, direct from Manufacturers.  
High Class English Jewellery.



## SAND-LIME BRICKS.

Best machine made bricks.  
Highest tests and uniform qualities.  
For Economy, Quality, Beauty, Durability and  
Satisfaction unsurpassed.

**YEE YICK SAND-LIME BRICK CO.,**  
CHING IU NAM, Manager.  
Factory:—Canton.  
Hong Kong Office:—148, Queen's Road, West, 1st Floor.  
Telephone No. C. 3882.

## AN OLD Hawaiian CUSTOM

Your ship docks in Honolulu and a pretty maid of Hawaii places a lei (garland of flowers) around your neck. It's an old Hawaiian custom. The natives of Hawaii are far-famed for their natural musical ability, their happy sport-loving dispositions, and their sincere hospitality. As a visitor to the Paradise of the Pacific, you will learn the warmth of Aloha. On moonlight nights the haunting melodies of native serenaders will make you want to "stay a little longer." You'll thrill at the native sports and pageants, and all the time you'll be enjoying twentieth century comforts. Luau feasting, graceful hula dancing, hula fishing parties—all are as typically Hawaiian as sunshine and rainbows and cool trade winds. Your local ticket office or steamship company will show you how to plan your trip to America over the balmy sunshine route with a stop-over (your ticket costs no more) at the Hawaiian Islands—Kauai, Maui, Oahu and Hawaii. From Honolulu you can go direct to Vancouver, Portland and Seattle, San Francisco or Los Angeles, on steamers of the N.Y.K. Line, Canadian-Australasian, Matson and Lascow Lines.

### HAWAII—

For coloured booklets on Hawaii and further tour information, clip this advertisement and write to

**HAWAII TOURIST BUREAU**  
Dept. 1  
Box 296, SHANGHAI, CHINA.



## TREASURY CASE

(Continued from Page 1.)

Departments, but it had never been said that Mr. King was unfitted to be the Chief of the Criminal Intelligence Department. Mr. King did not release Tsang to save the Treasury from a scandal as the glaring headlines in the newspapers had called it.

[Case is proceeding.]

Further Submissions  
Continuing his final address to the jury yesterday, Mr. Jenkin dealt at great length with Tsang On-wing's handwriting. He said that the writing of Tsang On-wing varied very much in form—variations not to be found in the known genuine writing. Counsel then referred to the different formations of letters made by Tsang On-wing on all the genuine cheques.

He was a man who might do anything when writing a cheque. He might make any form of letter. Counsel went on to say that when he asked Tsang to write specimens of his types of "H's" he put in the "H" in the C.S.P. cheque. Counsel suggested that that was done in case he was questioned about the formation of the letter. It was the only "H" of its kind. It was curious, was it not, that a man whose mentality came particularly under the notice of the jury was able to produce that letter as a variation of his "H" when it appeared only once and when he was not aware that he had written it?

Absolute Indecision  
Speaking of handwriting generally, Mr. Jenkin said the jury would recollect that considerable evidence had been put before them as to the bank interview which had a very close relation to the trick hypothesis. He would suggest, on that aspect of the case, that there had been a possible misapprehension as to what line he had intended to take on the matter and what he intended to submit. Mr. Jenkin continued that he never his idea that the parties were absolutely decided at that interview. His point had always been that there was a state of absolute indecision on the part of everybody concerned with the Treasury and Government and they did not declare their hands at the interview or at the Treasury, or in the letter which was written to the bank on January 20.

Taking the evidence as a whole the only conclusion it was possible to come to, with regard to the contemporaneous facts, was that there was a state of indecision in Government circles on January 18 and for some little time afterwards, as to whether the signatures were forgeries or whether they were genuine and obtained by a trick.

Eight Days Afterwards  
If the signatures were known to be forgeries by the signatories from the start, why was it that everything which took place at the time pointed to the fact that at least two hypotheses were being entertained (1) that they were forged and (2) that the signatures were genuine and had been obtained by some trick in the Treasury.

"I put it to you it is impossible to escape from the conclusion that that view was held." Counsel added they could not square everything which took place at the time with anything but that view. If that view was held by people who should have been very intimate with the general surrounding circumstances, was it to be said that the bank should be bridled and governed by a department's mentally changed front and that it was almost audacity for the bank to appear in the Court and say that the hypothesis of a trick was entertained?

Counsel said that he was not attacking Mr. Messer in any personal form, but the evidence was clear that there was no notion by anyone that Mr. Messer had repudiated the signatures on the disputed cheques until eight days afterwards, and even then the first intimation of it was conveyed to the Bank by Mr. King.

Trusted Tsang Arrested  
It was also clear from the evidence that the view was held at the Treasury that the writing on the cheques was that of Tsang On-wing, because Tsang was suspected from the start and no one had questioned him on the matter until January 18. They all knew Tsang and his assistant were arrested. It was a curious fact that the officials in the Treasury most concerned in the matter considered that Tsang was in it, otherwise if they held him in the high esteem they say they did, it would at least have been fair to him to have asked him for an explanation but they asked him nothing.

This trusted servant of the Treasury and his assistant Cheung Man-kuen, were arrested and prosecuted although no evidence was taken before the magistrate. The charge against them was only compatible with one view, that the signatures were genuine and that Tsang had conspired with someone else to obtain them. The jury would see at that stage the view was held which he had pressed upon them by the people most concerned with the question.

## MONEY AND SHARES

### TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 1/4
Bank, on demand	1/11 5/16
Bank, 30 days' sight	1/11 1/2
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 1/4
Documentary 4 months' sight	2/- 1/4
On Paris—	
On demand	1202 1/2
Credits, 4 months' sight	1277 1/2
On Berlin—	
On demand	—
On New York—	
On demand	47 1/2
Credits, 60 days' sight	48 1/2
On Bombay—	
Wire	129 1/4
On demand	129 1/4
On Calcutta—	
Wire	129 1/4
On demand	129 1/4
On Singapore—	
On demand	83 1/4
On Manila—	
On demand	94 1/4
On Shanghai—	
On demand	79 1/4
90 day's sight (private paper)	—
On Yokohama—	
On demand	104 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.95
Silver (per oz.)	25 5/16
Bar Silver in Hoag	—
Kong	3% Prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest—	
Chinese Sub. Coin	31 1/2 % dis.
HONG KONG SUB. COIN PAR.	
LONDON EXCHANGES	
London, Yesterday.	
Paris	124.15
New York	4.85 1/16
Brussels	34.945
Geneva	25.185 1/2
Amsterdam	12.06 1/2
Milan	92.65
Berlin	20.46
Copenhagen	18.165
Stockholm	18.205
Oslo	18.20
Vienna	34.54
Prague	163 1/2
Helsingfors	192 1/2
Madrid	34.155
Lisbon	108 1/2
Athens	575
Bucharest	818
Rio	5 57/64
Buenos Aires	47 5/16
Bombay	1/5 29/32
Shanghai	2/5 1/4
Hong Kong	1/11 1/4
Yokohama	1/10 3/32
Silver Spot	25 5/16
Silver Forward	25 1/4
—British Wireless Service.	

### A Curious Fact

After commenting on the curious fact that both Mr. Dallin and Mr. Maughan, of the Audit Office, and who were at the interview at the Bank, had not been invited to give evidence in the case, counsel then went on to deal with the missing cheques. He said that the matter went right down to the core of the case. If Tsang had appreciated what he discovered, the case would never have come on and nothing would have happened. And yet Tsang has been for eight years the trusted deputy of Mr. Messer and custodian of Government cheques? He was so much trusted that there was never any inspection of the cheque book by either Mr. Messer or Mr. Black. No one checked the contents of the safe which was left absolutely to Tsang and Cheung.

### Some Significant Facts

"Do you believe, if he made that discovery for the first time on the 22nd, it is to be attributed entirely to an inexplicable patch of mental inertia on his part, that for some unknown reason he suddenly lost that degree of mental alertness which he would appear to have displayed in other functions he would appear to have discharged in the Treasury?"

"Where is Cheung Man-kuen?" asked counsel, "the one other man in the Treasury who was intimately concerned with Tsang in this matter. We know the man is available, this other man who could either confirm Tsang's state of imbecility at this period, and convince you that it was a fair view to take on this question, or else to give Tsang away."

Mr. Jenkin suggested to the jury that Tsang and Cheung knew that after the book had been received in the Treasury the incident had happened. If they knew, the jury would also find, because there was no other conclusion possible, they must have known that the number had been altered for a wrongful purpose, that cheques had been extracted for a wrongful purpose, and that wrong was not only wrong in the widest sense but was wrong in a fraudulent sense; that fraud was afoot and they knew it.

### Free and Loose System

Commenting on the working procedure in the Treasury, Mr. Jenkin said that in December, 1927, absolutely everything was left to Tsang and Cheung. They were not checked at any possible point. No one did anything compatible with any kind of care. Counsel put it to

T.T. on London	1/11 1/4
T.T. on Shanghai	80 1/4
Banks	
H.K. Banks	\$1220 b 1225 sa
H.K. London Reg.	\$133 1/4 n
Chartered Bank	\$19 1/4 b
Mercantile A. & B.	\$23 n
Mercantile C.	\$15 1/4 n
P. & O. Bank	\$24 n
Bank of East Asia	\$30 1/4 n
Insurances	
Canton Insurance	\$695 b
Union Insurance	\$368 s
North China Insurance	\$160 b
Yangtze Insurance	\$850 h
China Underwriters	\$220 b 230 s
China Fire Insurance	\$500 b
H.K. Fire Insurance	\$775 n
Shipping	
Douglases	\$33 s
H.K. Steamboats	\$26 s
H.K. Tugs & Lighters	\$24 b
Indo-China (Pref.)	\$47 1/2 b
Indo-China (Def.)	\$70 n
Shell Transports	\$97/- n
Shell Transports (new)	—
Union Water-boats	\$22 n
Mining	
Benguet	\$24 b
Kailan Mining Ad.	\$66/- b
Langkats (comb.)	\$14 n
Langkats (singles)	\$7 1/2 n
Shanghai Explorations	\$23 s
Shanghai Loans	\$4 1/2 s
Raub	\$6 1/4 n
Tronoh Mines	\$17 1/6 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$121 1/4 b
H.K. & W. Docks	\$36 s 35 sa
China Providents	\$4 1/4 b 4.40 s
Hongkew	\$178 n
New Engineering	\$5.65 b
Shanghai Docks	\$128 b
Cotton Mills	
Ewo Cottons	\$12.60 b 12.60 1/2 sa
Oriental Cottons	\$2 b 2.10 s
Shanghai Cottons (old)	\$72 b
Shanghai Cottons (new)	\$72 1/2 b
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$8.80 b 8.85 sa
H.K. Lands	\$62 b
Shanghai Lands	\$143 n
Humphreys' Estates	\$14.35 n
H.K. Realities	\$8.35 n
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	
H.K. Tramways	\$18.40 s
Peak Trams (old)	\$12 1/2 b
Peak Trams (new)	\$6.55 n
Star Ferries	\$66 1/4 b
China Lights (comb.)	—
China Lights (old)	\$18 a x r.
China Lights (new)	\$8 b rights
China Lights 1928 issue	—
H.K. Electric (old)	\$57 1/4 s
H.K. Electric (new)	—
Maeco Electric	\$26 1/4 n
H.K. Telephone	\$7 b
China Buses	\$14 1/2 b
Singapore Traction	\$11 1/6 n
Singapore Pref.	\$16 1/6 b
Sandakan Lts.	\$2 1/2 s
Industrials	
China Sugars	\$80 n
Malabon Sugars	\$27 b
Canton Ices	\$180 b
Cements (comb.)	\$8.10 b 8.30 s
Cements (old)	\$7 1/2 s
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7.10 n
H.K. Ropes (new)	—
United Asbestos	\$5 b
Stores, &c.	
Dairy Farms	\$19 1/4 b
Watsons	\$1.20 n
Der A. Wings	\$80 cts. b
Lane, Crawfords	\$2 s
Mackintoshes	\$18 b
Sinceres	\$13.80 b
Wm. Powells	\$8.65 n
Miscellaneous	
H.K. Amusements	\$30 s
Hong Kong Constructions	\$1 1/4 s
B. Ind. G.S. Bonds	\$67 1/2 s
H.K. Govt. Loans	6 1/4 % b Prem.

Indo-China (Pref.)	\$47 1/2 b
Indo-China (Def.)	\$70 n
Shell Transports	\$97/- n
Shell Transports (new)	—
Union Water-boats	\$22 n

Benguet	\$24 b
Kailan Mining Ad.	\$66/- b
Langkats (comb.)	\$14 n
Langkats (singles)	\$7 1/2 n
Shanghai Explorations	\$23 s
Shanghai Loans	\$4 1/2 s
Raub	\$6 1/4 n
Tronoh Mines	\$17 1/6 n

H.K. & K. Wharves	\$121 1/4 b
H.K. & W. Docks	\$36 s 35 sa
China Providents	\$4 1/4 b 4.40 s
Hongkew	\$178 n
New Engineering	\$5.65 b
Shanghai Docks	\$128 b

Ewo Cottons	\$12.60 b 12.60 1/2 sa
Oriental Cottons	\$2 b 2.10 s
Shanghai Cottons (old)	\$72 b
Shanghai Cottons (new)	\$72 1/2 b

H.K. & S. Hotels	\$8.80 b 8.85 sa
H.K. Lands	\$62 b
Shanghai Lands	\$143 n
Humphreys' Estates	\$14.35 n
H.K. Realities	\$8.35 n
H.K. Territorials	—
Prince's Buildings	—

H.K. Tramways	\$18.40 s
Peak Trams (old)	\$12 1/2 b
Peak Trams (new)	\$6.55 n
Star Ferries	\$66 1/4 b
China Lights (comb.)	—
China Lights (old)	\$18 a x r.
China Lights (new)	\$8 b rights

China Lights 1928 issue	—
H.K. Electric (old)	\$57 1/4 s
H.K. Electric (new)	—
Maeco Electric	\$26 1/4 n

H.K. Telephone	\$7 b
China Buses	\$14 1/2 b
Singapore Traction	\$11 1/6 n
Singapore Pref.	\$16 1/6 b
Sandakan Lts.	\$2 1/2 s

China Sugars	\$80 n
Malabon Sugars	\$27 b
Canton Ices	\$180 b
Cements (comb.)	\$8.10 b 8.30 s
Cements (old)	\$7 1/2 s
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7.10 n
H.K. Ropes (new)	—
United Asbestos	\$5 b

Dairy Farms	\$19 1/4 b
Watsons	\$1.20 n
Der A. Wings	\$80 cts. b
Lane, Crawfords	\$2 s
Mackintoshes	\$18 b
Sinceres	\$13.80 b
Wm. Powells	\$8.65 n

H.K. Amusements	\$30 s
Hong Kong Constructions	\$1 1/4 s
B. Ind. G.S. Bonds	\$67 1/2 s
H.K. Govt. Loans	6 1/4 % b Prem.

the jury that it would be a fair finding that if Mr. Messer and Mr. Black had exercised a reasonable degree of care this matter would not have happened.	
--	--

Mr. Black was sitting in the office as a matter of custom. He was almost cheek by jowl with Tsang and Cheung. He was a senior man. It might be that he took the system as he found it, taking a line that it was not his pidgeon.

Mr. Messer passed around the office from time to time. He went so far as to say that he sometimes noticed the cheque book lying on the desk at times. It was not compatible with reasonable care in matters of this moment to absolutely turn over to a subordinate clerk the entire custody and management of the cheque books and never check them; never exercise the slightest check upon them. Surely there must be some degree of control exercised over a subordinate, even if not by the most senior man by someone responsible under him.

All these free and loose procedures have now been changed.

Mr. Jenkin next devoted himself to the question of whether or not Tsang was concerned in the fraud. Counsel reminded the jury that the key to the question, "aye or nay" was Tsang in it, was whether the covers were altered at the date alleged—were they discovered to be altered on the date alleged. The evidence showed that Tsang was silent, that he never spoke to anybody, that he was as silent as the tomb.

With regard to the second cheque book Tsang pointed the alteration out to Cheung who made no comment. After the discovery it was

(Continued on Page 3.)



## LADIES' SILK HOSIERY

All over silk  
in many shades.  
Pointed heel  
double Toe.

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A WEEK'S PAPERS IN ONE.  
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CHINA  
MAIL**

PICTURES of all local events  
are shown in the  
**OVERLAND CHINA MAIL.**

**CHINA NEWS, LOCAL NEWS**  
and all the NEWS.

The Weekly paper that saves you  
the trouble of writing Home.

Canton is again in the throes of war, being invaded by the Kwangsi forces, who appear at one time to have been perilously near taking the city. Later reports show that the Kwangtung armies, supported by gunboats and aeroplanes, have scored some victories.

Owing to its proximity to Hong Kong there is as on former occasions, a tremendous amount of interest being shown in the struggle, which will concern former residents at Home, besides numerous others with direct or indirect interests in this Colony or Kwangtung. The whole struggle is intelligently reported in the "Overland China Mail."

Shipping circles will be greatly interested in the report of the Committee appointed a few months ago to consider various aspects of river steamers, such as the engagements of master and mates, pilots, measurements, and so forth. The full report is published in the "Overland China Mail" which should be carefully preserved.

Legal, banking, and Government people have followed with close interest the progress of the suit brought by the Treasury against the Hong Kong and Shanghai Banking Corporation. The evidence during the week has been noteworthy on account of the searching cross-examination of the Bank's expert on handwriting, Professor Shellshear. Copies of the "Overland China Mail" with the full report should be filed.

The bogey of motor taxation has raised considerable fear that the report of the Committee to the Government implies certain action. Considerable opposition to the project has been ventilated in the "Overland China Mail."

The only weekly paper with a coloured supplement with photographs of local events and local people.



## Sport Columns

### HOME RACING

#### PROMINENT CANDIDATES FOR THE DERBY

##### NEWMARKET STAKES

London, Yesterday.  
Prominent candidates for the Derby contested the race for the Newmarket Stakes run at Newmarket over a mile and a quarter.  
In an exciting finish Lord Derby's Hunters' Moon beat Major McCalmont's Mr. Jinks by the shortest of heads, Lord Rosebery's Midlothian being third, only a short head behind. They, of course, carried level weights. Betting:—

7-to-2 agst. Hunters' Moon  
5 to 4 on Mr. Jinks  
6 to 1 agst. Midlothian  
—British Wireless Service.

#### LONDON BETTING ON THE DERBY

##### CRAGADOUR FAVOURITE

London, May 4.  
The latest betting on the Derby, to be run at Epsom on Wednesday, June 5, is as follows:

Lord Astor's Cragadour, 6-1.  
Major McCalmont's Mr. Jinks, 100-12.  
Sir V. Sassoon's Gay Day, 100-8.  
Mr. J. Burns' Kipli, 100-8.  
Lt.-Col. R. Herman-Hodge's Reeds Mouth, 100-6.  
Mr. S. Tattersall's Erienz, 20-1.  
Lord Derby's Hunter's Moon, 20-1.  
Lord Woolavington's Walter Gay, 20-1.  
Mr. A. de Rothschild's Reflector, 20-1.  
Sir A. Bailey's Rattlin the Reeler, 20-1.  
Major McCalmont's Empire Builder, 20-1.  
Lord Rosebery's Midlothian, 25-1.  
Lord Derby's Bosworth, 100-3.  
Mr. A. Cox's Markover, 50-1.  
—Singapore Free Press.

### RIFLE SHOOTING

#### GARRISON MEETING AT KOWLOON RANGE

##### K.O.S.B. WINS

The annual rifle meeting of the China Command was concluded on the Kowloon City range yesterday. Major General Sandilands, General Officer Commanding, presented the prizes to the successful competitors.

The results were:—  
Soldiers' Club Challenge Cup.—1, Pte. Belm (K.O.S.B.); 2, Piper Taylor (K.O.S.B.).  
Command Championship.—1, Pte. Belm (K.O.S.B.); 2, Piper Taylor (K.O.S.B.).  
Individual Rifle.—1, Pte. Stewart (K.O.S.B.); 2, L/C Gardner (K.O.S.B.).  
Company and Battery match.—1, "C" Company, Somerset Light Infantry.  
Machine Guns.—1, No. 16 Platoon, K.O.S.B.  
Lightning Automatic Competition.—1, No. 2 Platoon, K.O.S.B.

### BOXING

#### STARS OF THE RING AT OLYMPIA

London, Yesterday.  
The greatest programme ever offered to the boxing public will be staged at Olympia, London, tomorrow night, when Len Harvey (London) meets Alex Ireland (holder) for the European and British middleweight crown.

Harry Corbett (Bethnal Green), the holder of the British featherweight title, opposes the former title holder, Johnny Cuthbert (Sheffield).  
Kid Patenden (Bethnal Green), the holder of the British bantamweight Championship, meets Teddy Baldock (Poplar).—Reuter.

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### FOOTBALL

#### K.O.S.B. BEAT R.A. IN SERVICE FINAL

##### GAME OF THRILLS

Yesterday at Sookumpoo, in the Service Senior final, the K.O.S.B. defeated the Royal Artillery by two goals to one in a sterling game witnessed with keen interest by H.E. Major-General Sandilands, the G.O.C., and a vast crowd of soldiers.

The Borderers' right from the commencement attacked, but found Fletcher, the Artillery custodian in fine form. He saved time and again. Leach (R.A.) in the forward line fed his wings well, and each goal was in turn visited. Corners were frequent, but none materialised. Half time arrived with the score sheet blank.

The resumption of play saw MacDougall (K.O.S.B.) save well from a concentrated attack by the Artillery. At the other end Fletcher was called upon to save shots from Davey and McGlinchey in rapid succession. Stock, however, sent in a first timer that had Fletcher beaten.

Although the state of the ground made control of the ball very difficult, some fine football was displayed by both elevens, and the R.A. were always attacking, though their forwards lacked the finish of the Borderers.

Jobs, of the Artillery, intercepted a well placed pass from Leach and, cutting in, beat MacDougall with a fast cross shot. The pace quickened and both

teams strove their hardest to obtain the winning goal. Eventually the Borderers succeeded in getting it through Crawley, who converted a pass from Alexander.

#### General Hands Over Shields

Both teams at the close of the game lined up in front of the stand. H.E. the General Officer Commanding bestowed congratulations on the Borderers' eleven on their splendid win. The losers, (R.A.) said the G.O.C. had put up a fine fight. He specially complimented Fletcher, the R.A. goalkeeper, and also M. A. A. Vosper on the very able manner in which the latter handled the game.

The Senior Shield was then presented to Sgt. McGlinchey and the opportunity was also taken to present the Junior Shield to H.M.S. "Bruce." Each player of the winning elevens also received small cups.

### SPORT IN BRIEF

#### PRESENTATION FUND FOR MR. WALL

London, May 4.  
The Prince of Wales and the Lord Mayor of London are patrons of a presentation fund on behalf of Mr. Wall, who has been Secretary of the English Football Association for the past thirty-three years.

Barry's Sculling Task  
It is announced that Barry shortly will meet a team of three or four for a race over the Putney to Mordlake course for a stake of £100.

Offer for Brooklands  
It is understood that a City syndicate is likely to make a substantial offer for Brooklands.

Dorchester House  
Dorchester House has been acquired by the National Sporting Club. —Singapore Free Press.

### LAWN TENNIS

#### EYE TESTS SUGGESTED FOR UMPIRES

##### WATCH THE BALL

Lawn tennis linesmen generally would probably declare that in the course of their duties they should keep their eyes on the line for which they are responsible. According to expert opinion, however, they are wrong: they should keep their eyes on the ball, and follow it until it hits the ground.

This would be a very difficult thing to do in the case of a "canon-ball" serve by Gerald Patterson or W. T. Tilden, but in such case the official would have to watch the line.

This judgment was given by an expert at an extraordinary general meeting of the Lawn Tennis Umpires' Association in London, called so that the question of eye tests for umpires and linesmen could be considered.

As a result of the meeting, we may expect an attempt to dispel those tense moments on the centre court at Wimbledon when a wrong decision is greeted with groans from the spectators.

What is wrong with many officials, according to members of the Association, is that they cannot see properly, but do not know they are afflicted. In future, they are to be tested as to vision and muscles, and they will be certificated in accordance with their sight.

Reference was made at the meeting to the fact that some umpires do not speak clearly enough. According to Mr. E. U. Story, whose speech was read by a deputy, "They should keep their voices up and shout like sergeant-instructors."

### TREASURY CASE

(Continued from Page 8.)

not a question of mere silence. It was a question of saying something, making the most misleading statement possible, a settlement which for cleverness took a lot of beating. It was a statement not exciting attention but one which would be valuable later if his actions should come up for inquiry.

There were five occasions on which Tsang could have spoken and he did not speak.

Then Mr. Messer or someone instituted a kind of inquiry and the stub of the cheque book was brought in. Tsang had all the material for an explanation with him and yet he said nothing. Another occasion on which he could have spoken that day was when Mr. Black himself had to make the discovery that thirty cheques were also missing from another book. Tsang said nothing about it.

When Mr. Black came back from the bank and made the astounding pronouncement that thirty cheques were short in the second book Tsang did not speak then.

Mr. Jenkin concluded his address after having spoken for four hours and a quarter.



Left to right, Walter Hagen and Leo Diegel, paired against Gene Sarazen and Johnny Farrell, photographed at the Miami Country Club, Miami, Fla., just before Hagen and Diegel took the international fourball golf title away from Sarazen and Farrell. Hagen won the match on the thirty-sixth hole by sinking an eight foot putt ending the game one up.

## STAR

THEATRE

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The Most Daring Play of the Century.

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drink one liquor-glass "WURM" after  
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drink two liquor-glasses "WURM" at all  
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BEFORE DINNER, AND BEFORE GOING TO BED  
ONE "WURM" IS THE BEST REMEDY FOR ALL  
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Elaine Ahern



Ormiston Miller



Valentine Clemow

Popular Banvard English Comedy Company who open at the Star Theatre on Saturday with "Rookery Nook." Other attractions are:—Sunday—"The Fanatics;" Monday—"Thark;" Tuesday—"Diversion." The Company will then transfer to the Theatre Royal for three nights, May 22, 23, and 24. Booking at Moutrie & Star. Prices—\$3, \$2, and \$1.

### BRINGING UP FATHER.



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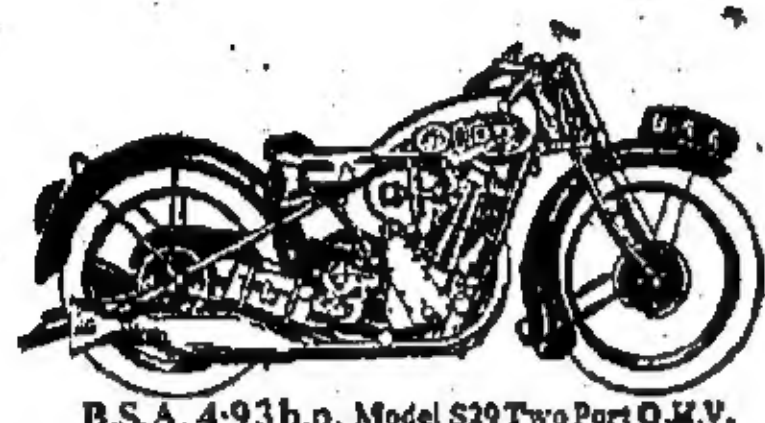






# THE MOTORISTS' PAGE

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Sole Agents:—

## BUS CHASSIS

INTRODUCED BY WILLYS-KNIGHT

Willys-Knight products are to be extended to include a bus chassis which will be sold through the John N. Willys Export Corporation. This coach chassis has been designed to meet the exacting needs of overseas service and to offer the most economical means of transportation with the greatest safety and riding comfort.

This new unit is powered by the famous Willys-Knight double sleeve-valve, 3% x 4% inch engine developing 70 h.p. at 2,600 r.p.m. and providing a road speed of 45 miles per hour. The crankshaft is carried in seven bearings. Petrol is fed by vacuum from a 45-gallon tank to a Tillotson carburettor. The tank is cradle mounted at the rear of the frame and is furnished with a special flexible filler pipe with casting for mounting on outside of body. A petrol gauge is mounted on the dash. The exhaust pipe is mounted on the outside of the frame.

The electrical equipment includes a 12-volt Leeco-Neville generator, and the Electric Auto-Lite electrical equipment is employed for starting, lighting and ignition. The cooling system includes a cellular type radiator, and a centrifugal pump.

### The Clutch

The single dry-plate type clutch with two 11-inch asbestos fabric rings is mounted in unit with the engine and transmission. The transmission furnishes four speeds with a ratio of 4.8 to 1 in low and direct in high. Power is carried to the rear through a three-piece tubular propeller shaft equipped with four metal universal joints. The rear axle is of the double reduction, full floating type providing a standard final reduction of 6 to 1. Various other axle ratios are obtainable.

The frame is of pressed steel, 8% inch depth, 3% inch flange and 3% inch stock kick-ups for front and rear axles. It is reinforced by an X brace in the centre and seven channel and one tubular cross-member as well as frame liners. Semi-elliptic springs with auxiliaries which function under load, support the frame. They measure 46 x 2% inches in front and 60 x 3 inches, rear.

Four-wheel brakes, operated in conjunction with vacuum booster brake mechanism and a hand brake acting on the rear wheels make up the braking system. Steering is through rim and lever gear.

Budd Michelin disc wheels equipped with 34 x 7.50-inch balloon single and dual rears are standard. Dimensions: Wheelbase 190 inch (4.75 m.). Overall length 276 inches. Back of dash to centre of rear axle 151 inches.

Back of dash to end of frame 208 inches.

Weight—5,700 pounds. Maximum capacity (body and load) 8,150 pounds.

Frame height from ground at front door loaded, 22 inches.

## FIVE YEARS' BAN

DRASTIC PENALTY FOR DRUNKEN MOTORIST

A motorist was fined £35, ordered to pay 12 guinea costs and disqualified from holding a licence for five years at Lambeth recently.

He was charged with being drunk while driving a motor car; driving in a manner dangerous to the public; driving without a licence; failing to stop after an accident.

It was alleged that after colliding with a motor-lorry at Brixton Smith drove away without stopping, and then narrowly escaped a collision with a motor-cyclist.

A constable formed the opinion that Smith was intoxicated, and that view was shared by Inspector Storey, who took the charge at the police station.

Mr. Sanders (prosecuting) said he had come to the conclusion that the charge of drunkenness could not be sustained, and he accordingly withdrew it.

## NEPAL KEEN

CARS OVER AERIAL CABLES!

If there were a championship award for the world's most enthusiastic motorist it would undoubtedly go to some member of the Royal Family of Nepal. Nepal is a little kingdom on the northern border of India, almost under the shadow of Mount Everest, and there are few places in the world harder to reach by automobile.

A representative of the Royal Family recently took delivery in Calcutta of a Studebaker President Eight Limousine, a Studebaker Director Eerline, and two Erskine Sixes. But the Royal Family resides in Khatmandu, capital of Nepal. The new cars had to be shipped by rail from Calcutta to a city 38 miles from the capital. From there they were driven to within 18 miles of Khatmandu. For the final 18 miles of the trip, however, the cars had to be transported by aerial cables over valleys and mountains where there is no sign of a road. Travellers are carried over this 18-mile stretch in coolie chairs.

After having surmounted all these difficulties to get their cars, the Royal Family can operate them on just 22 miles of road—which is the total extent of the little kingdom's highway system.

## ALL ROUND CAR

PLYMOUTH PROVES ITSELF

Mr. W. E. Rankin, of Sandy Hook, Mississippi, is believed to be the heaviest mail carrier in the business. He weighs 438 pounds, and he made an exhaustive search to find the car best suited to his work. He was doubly particular because he is forced to travel over rough roads often made worse by mud.

Mr. Rankin demanded roominess, speed, easy-riding action, economical performance and low-price, all of which he found in the Plymouth Two-Door Sedan. Owing to the driver's extreme weight and size, the front seat was moved back a few inches and three extra leaves were added to the spring on the left side of the car.

In Iowa, on a recent winter day, a standard Plymouth Coupe established a remarkable record on a route totalling 26.3 miles. Eighty stops were necessary to make deliveries to 84 mail boxes. The car achieved all this with a full consumption of exactly one gallon!

### In a Big Way

Texas does things in a big way. Not only is it the largest State in the Union but it has produced the tallest man in the world. He is Jack Earl who hails from El Paso and stands highest in his class at eight feet six inches.

Mr. Earl's altitude is a handicap in a world that has been designed for human beings whose average height is three feet less than his own. With motor cars, the tall Texan has encountered difficulties.

USE

GARGOYLE



# Mobiloil

Make the chart your guide

That is, until he discovered the Plymouth during the recent automobile show in Chicago.

He was amazed at the ease with which he could sit comfortably in the driver's seat of the Plymouth.

The spectators who saw him do it, were even more amazed. But it was visual evidence of the full

size of this automobile, another proof that Chrysler Motors engineers, by their own system of scientific proportioning, have produced a car in the lowest price field that provides ample room for its passengers—even if one of them happens to be the tallest man in the world!

## BUY THE WORLD FAMOUS 'SUPER ELTO' OUTBOARD MOTOR

If you want unflinching reliability and full outboard satisfaction.

"Elto" Outboard Motors are the result of over 25 years' experience in Outboard design, and whether you want a Motor for Racing, Cruising, or Utility Work, there is an Elto Model to meet your needs.

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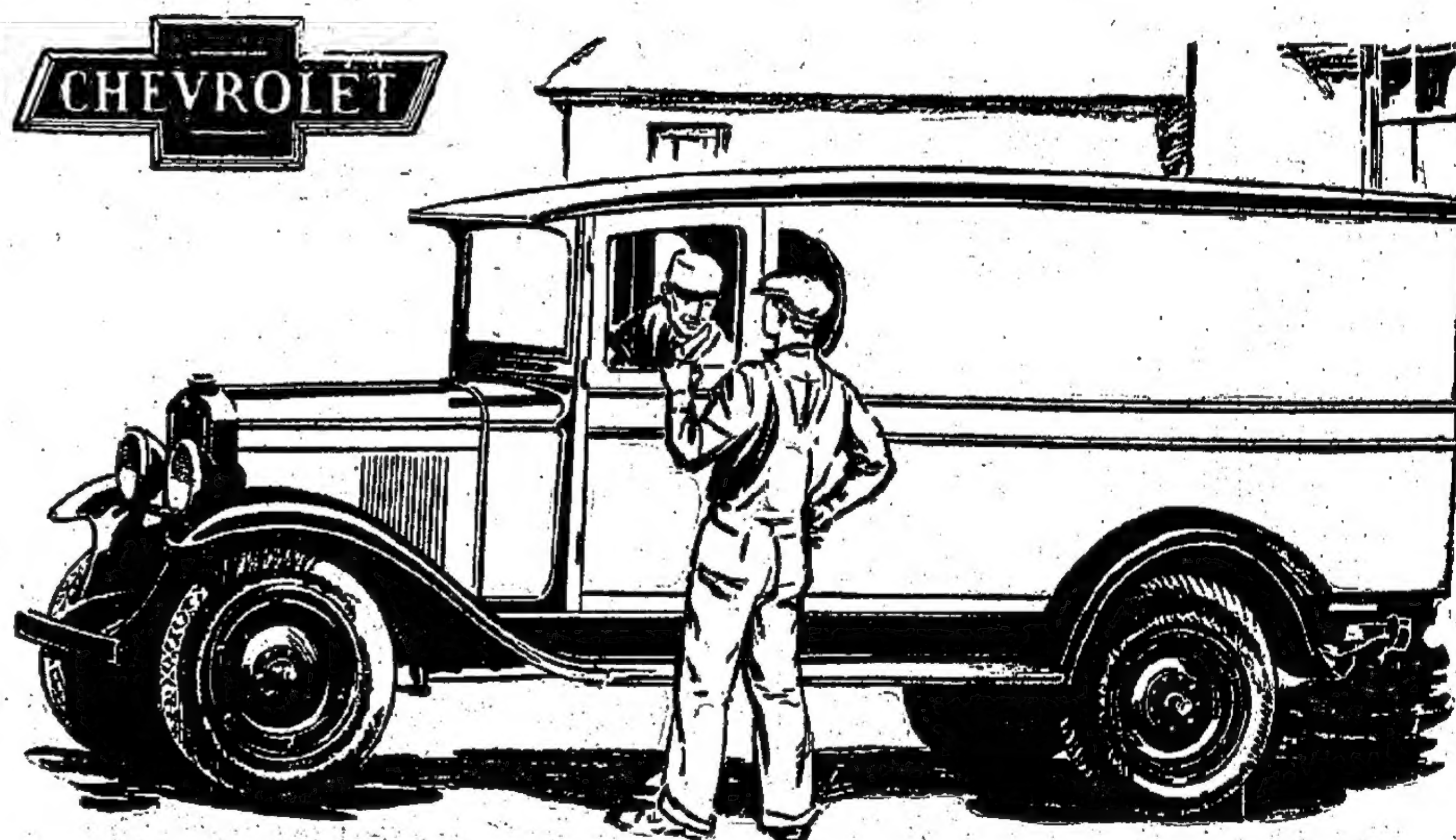
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Don't be afraid to load your new Chevrolet Truck to capacity when the route is over steep hills, up stiff grades or through sandy, muddy, uneven trails.

The new Chevrolet engine has 32% greater power and 20% more speed. The new accelerator pump will release a reserve of surplus power the instant it is needed. The rugged rear axle has extra strength built into it. The massive frame is built to resist weaving and twisting.

And there are many other outstanding features that assure dependability—long life—freedom from repairs—and a greater degree of that economy which has helped so materially to win world leadership for Chevrolet.

Let us show you how this new truck will reduce your hauling costs.

1½ Ton Chassis Complete H.K.\$1,510.



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## TYRE MAKERS

HOME WRITER'S ABLE DEFENCE

HINTS TO OWNERS

Ever since motoring began, it has been the custom of tyre companies to deflect the complaints of tyre buyers by accusations of under-inflation. Many ordinarily meek men have been stirred to genuine apoplectic rage by these "put-offs," as such denials of liability are vulgarly named in offices. When a tyre has collapsed beyond repair after about a quarter of the mileage which it was expected to survive, it is very irritating to be told that it is all your own fault; and doubly so if you are under the illusion that you have fostered the tyre in question like a lapdog. It would seem that some disgruntled motorists have been so rude to the tyre companies that the tyre companies are beginning to hit back; or perhaps one should say "the tyre company," for Dunlops supply the bulk of the tyres used on private vehicles in Britain. At any rate, Mr. W. H. Paul, who directs the technical activities of Fort Dunlop, put the case for the tyre manufacturer most cogently when he was invited to address the Institute of Automobile Engineers. He asked us to imagine (writes R. E. Davidson in "The New Statesman") what would happen if motor cars were sold without springs, and each individual user were left to fit a spring of any particular strength which appealed to his fancy? The reliability and the comfort of the suspension would depend entirely upon the user's common sense. Precisely the same reasoning applies to tyres. The Dunlop people never supply a complete pneumatic tyre. They sell Jones a cover and a tube. Jones has to provide a column of air at a certain pressure. In ninety-nine cases out of a hundred Jones has only the vaguest idea of the correct pressure for his tyres, and less idea of the actual pressure on which they are running at any given moment. This is not the fault of the tyre company. With his new car Jones receives a miniature library including a volume which tells him all about tyre pressures. Jones is further equipped with a pressure gauge and a pump. But he continues to display an egregious recklessness in the matter of inflation. Should a long-suffering cover fail to cover the 10,000 miles which he regards as his due (no matter how fiercely he brakes and accelerates), he writes a furious letter to Fort Dunlop. Fort Dunlop reply politely, suggesting they would be interested to see the faulty cover. When they see it they almost always blame under-inflation, and Jones never believes them. He imagines the phrase is a convenient evasion, planned to save Fort Dunlop the cost of presenting him with a new cover.

## "Fort Dunlop is Honest"

I should like to assure Jones that Fort Dunlop always knows the cause of any premature arterio-sclerosis or other senile symptoms in a tyre. They have deliberately destroyed innumerable covers in their own research work, and micro-photographed such covers at every stage of dissolution. I should further like to assure Jones that Fort Dunlop is honest. One does not build up such a gigantic business—approaching a monopoly, and a monopoly earned by quality—without satisfying the bulk of your customers. As a journalist, I have repeatedly conveyed the complaints of private customers to the Dunlop experts; and on one or two occasions I have allowed myself to imagine that the customers were right and the factory wrong. But I have invariably had irrefragable evidence laid before me at the finish. One of the most famous Continental manufacturers goes so far as to publish a series of photographs, depicting tyres destroyed by various forms of misuse, so that his customers can verify his verdicts. Mr. Paul prefers to carry conviction by reprinting the mileages obtained with similar tyres over similar roads on similar buses by various public companies. He quotes the example of six fleets of motor buses, where all the conditions were identical save two. The roads naturally varied a little, but not enough to affect mileage seriously. The discipline on the upkeep side varied enormously. As a result the six fleets obtained the following mileages from their tyres: 40,236; 37,774; 29,786; 17,885; 12,488; and 12,074. These figures account for the fact that whereas Jones gets 3,000 from a cover on his 1928 four-seater Morris-Cowley, Brown is bragging of 20,000 miles with a similar cover on a similar car.

## How Tyres Stand the Strain

Incidentally Mr. Paul makes some very interesting remarks about the power absorbed by tyres; and an under-inflated tyre naturally absorbs more horse-

## SOLE COMPLAINT

TOLL-GATE TAXES ON ROAD USERS

AN IRRITATING SURVIVAL

An American who had been told that the best way to see Britain was from a motor-car, a few days ago ordered one by wireless while travelling across the Atlantic. On arrival at Plymouth he started off in the car in blithe mood for Margate, and took the coast road. On the journey he was called upon to pay seventeen toll-gate and road fees, amounting in the aggregate to about £1.

When he reached Margate he was asked what he thought of the British countryside. It is beautiful," he admitted, "but so it ought to be." He drew from his pocket a number of coloured toll passes. "Look at my admission tickets," he said.

An official of the Automobile Association stated: "It will surprise the public to know that there are eighty-eight toll bridges and fifty-five toll roads in the country. The charges vary very considerably, but it is possible to spend a considerable sum in the course of a comparatively short journey, and there are all sorts of curious charges."

For instance, at Tuckton Bridge, owned by the Bournemouth Corporation, there is a charge of one penny to take across a baby's pram, twopence for a motor-car, and one half-penny for a pedestrian. In several cases workpeople are obliged to pay one penny or a halfpenny when going to and from work.

At Shoreham there is a charge of 4d. for a hearse and twopence for the body, and at Swinford Bridge, on the Oxford-road, there is a charge of one farthing for every calf, sheep, or lamb.

Some of the charges are very high, such as at Denham Bridge, on the main Lincoln-road, where the charge per vehicle is 2s. In the case of a tradesman who desires to cross and re-cross several times a day, this is very expensive.

"All our routes are made out to avoid these charges, as far as possible, because in many cases they are exorbitant. We look forward to the day when they will all be done away with."

There is only one toll levied in Scotland, at Connel Bridge, on Loch Elvie, where the L.M. and S. Railway make a charge of 10s. per car.

## AN ACHIEVEMENT

Miss de Havilland who arrived in Calcutta on March 16 on board the ship "Mandala" has covered 8,000 miles in a Baby Austin, having left London in October for America, New Zealand, Australia and now India. She is the sister of Geoffrey de Havilland, aircraft manufacturer. Her companion was Miss Mona Elce, but the latter went no further than Hollywood and Miss de Havilland went on alone. Throughout the War she drove ambulances in France. She expects to be back home this month via Bombay.

power, than one which is blown up harder. Under normal running conditions the power lost through the tyres amounts to about a third of the total energy losses in the car. At thirty miles an hour a given part of a tyre is compressed and released about 360 times a minute. The four balloon tyres of a light car consume approximately 2 h.p. at a legal limit speed; more if they are under-inflated. He also gives measured results with regard to racing tyres, which indicate the part played by them in the fantastic speed records of recent years. For example, a 6-in. racing tyre only consumed about 3 h.p. at 140 miles an hour, which was the world's record speed not many years ago. But when a test of these tyres was made on a specially designed machine with a view to the Campbell and Segrave records, and a run was made at 260 miles an hour for two consecutive minutes, the tyre absorbed 25 h.p. It was thus obvious that unless or until a better tyre could be evolved for the purpose, the four tyres of the leviathan racing cars would absorb 100 h.p., a power allotment which could not be spared for the purpose. Mr. Paul is too canny to betray to rival manufacturers the figures for the racing tyres with which sundry Britons will this month essay new records. But he prints the basic principle, which is already common knowledge. The power loss in a racing tyre is almost proportional to the speed up to a point; and that point is the moment at which the tyre begins to be overstressed, so that if the run continues the tyre will rapidly fly into rags, as so many of the early cord tyres did at Brooklands. It may thus be guessed that the Dunlops now seeking fame overseas have been machine-tested at higher speeds than any of the aspirants will reach; and that at such excessive speeds the tyres were well inside their safety limit.

## MOTORS IN INDIA

SUBSIDY FOR HEAVY VEHICLES

GREAT BRITAIN'S SHARE

(From A "Times" Correspondent.)

The position and outlook in the Indian market afford striking testimony to the value of educational and propaganda effort by motor interests in countries only partially equipped for modern road traffic. The Indian Roads and Transport Development Association, Limited, comprising motor, oil, tyre, and transport interests and the principal users of roads, did much to create the public opinion which led to the overthrow of the theory that motor-cars are "luxuries" and therefore must pay double the 15 per cent. standard rate of import duty. Still more, the association helped to secure the appointment of the Indian Road Development Committee and to elucidate the facts on which the report is based. At the annual meeting of the association held in Bombay in December the document was described as satisfactory in large measure, though the council was not in full agreement with some of the recommendations.

The market is growing rapidly. In the last pre-war year the number of motor vehicles of all kinds absorbed was 4,419, while in 1927-28 it was 25,950. The average mileage of each vehicle has greatly increased, for the consumption of petrol—4,500,000 gallons before the War—is now 50,000,000 gallons, and it is increasing every year at the rate of about 30 per cent. compound interest. In the first nine months of the current fiscal year the importation of motor vehicles has been far in excess of all previous figures. But the trade is capable of enormous further expansion. With a population of 247,000,000 British India had fewer than 145,000 motor vehicles on the register on March 31, 1928.

## Import of Cars

In the last pre-war year the United Kingdom supplied 1,669 of the 2,880 motor-cars imported, but after the War the United States and Canada made rapid advance. In 1926-27 they supplied 3,506 of the 13,197 cars shipped to India, while the British share was 2,546. In 1927-28, on a total import of 15,122, England, with 3,600 cars, made a substantial advance, the supply representing 23 per cent. of the number and 29 per cent. of the value of the imports. Mr. Meek states in his "Review of the Trade of India in 1927-28" that owing to temporary suspension of manufacture the Ford car receded into the background, and the gap in supply was filled by increased imports of cars of competing grades from the United States and of British light cars. The average declared value of cars shipped from England dropped in the year from Rs. 3,159 to Rs. 2,849 (£216 13s. 6d.).

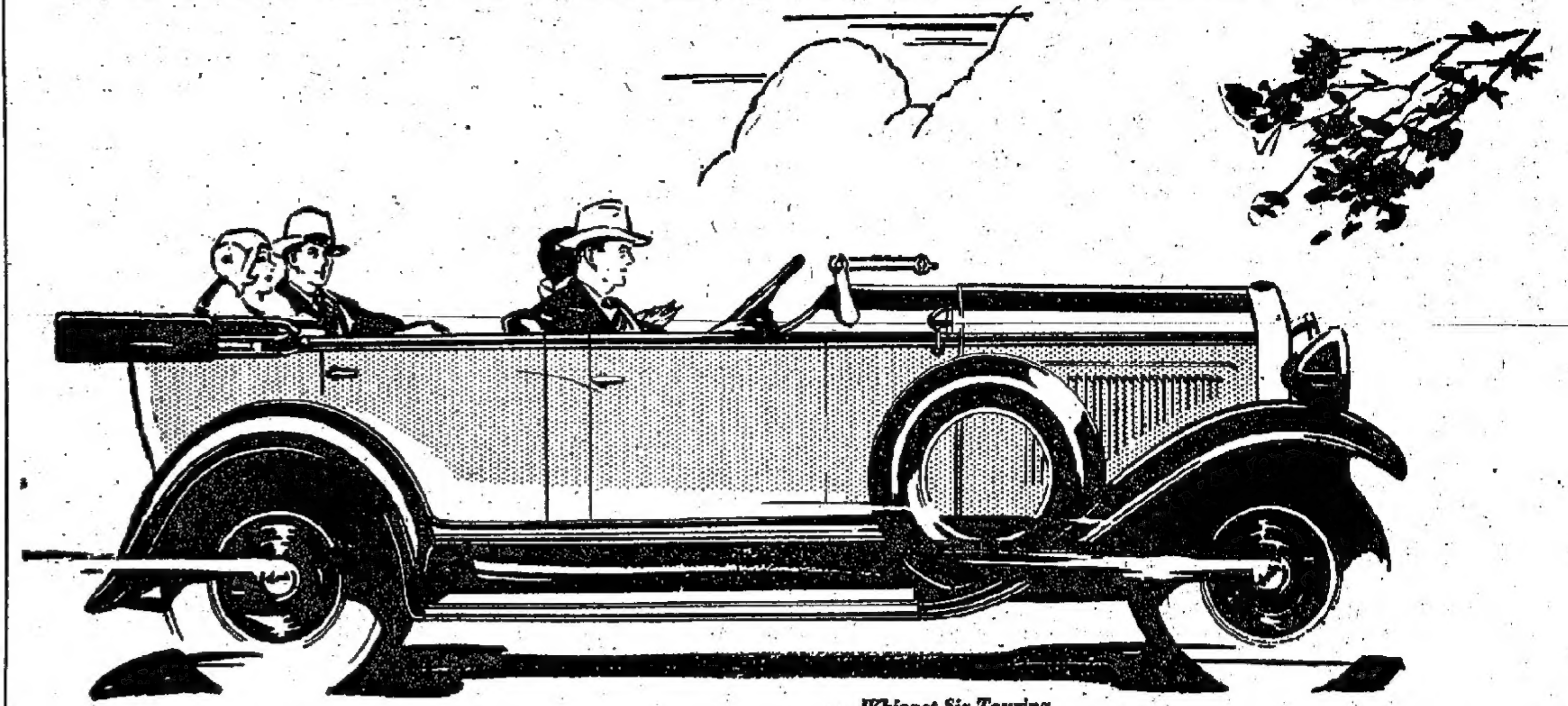
Mr. T. M. Ainscough, H.M.'s Senior Trade Commissioner in India and Ceylon, wrote on these figures that he did not consider the position entirely satisfactory in view of the great potentialities of the market. He will be confirmed in this view by the fact that in the nine months to the end of 1928 Canada more than regained her old position, and the United States made further great advances, while the shipments from Britain remained at the level of the previous year. Yet, as Mr. Ainscough has shown, the leading models of most of the cheaper makes of British cars can now be marketed in India at prices which are within the purchasing power of the large section of consumers who pay some regard to finish, durability, and low running cost.

## Marketing

The problems now to be overcome, according to this careful and judicious observer, are largely those of representation and marketing. The majority of the most influential local firms and agents are committed to the sale of competing foreign makes, and if to-day a motor manufacturer is not prepared to open his own selling organisation it is almost impossible to secure the right kind of agent. Three leading British firms have set up such organisations, and a few others are adequately represented by local agents, but in respect to a number of makes the local representation is quite inadequate to the needs of the market.

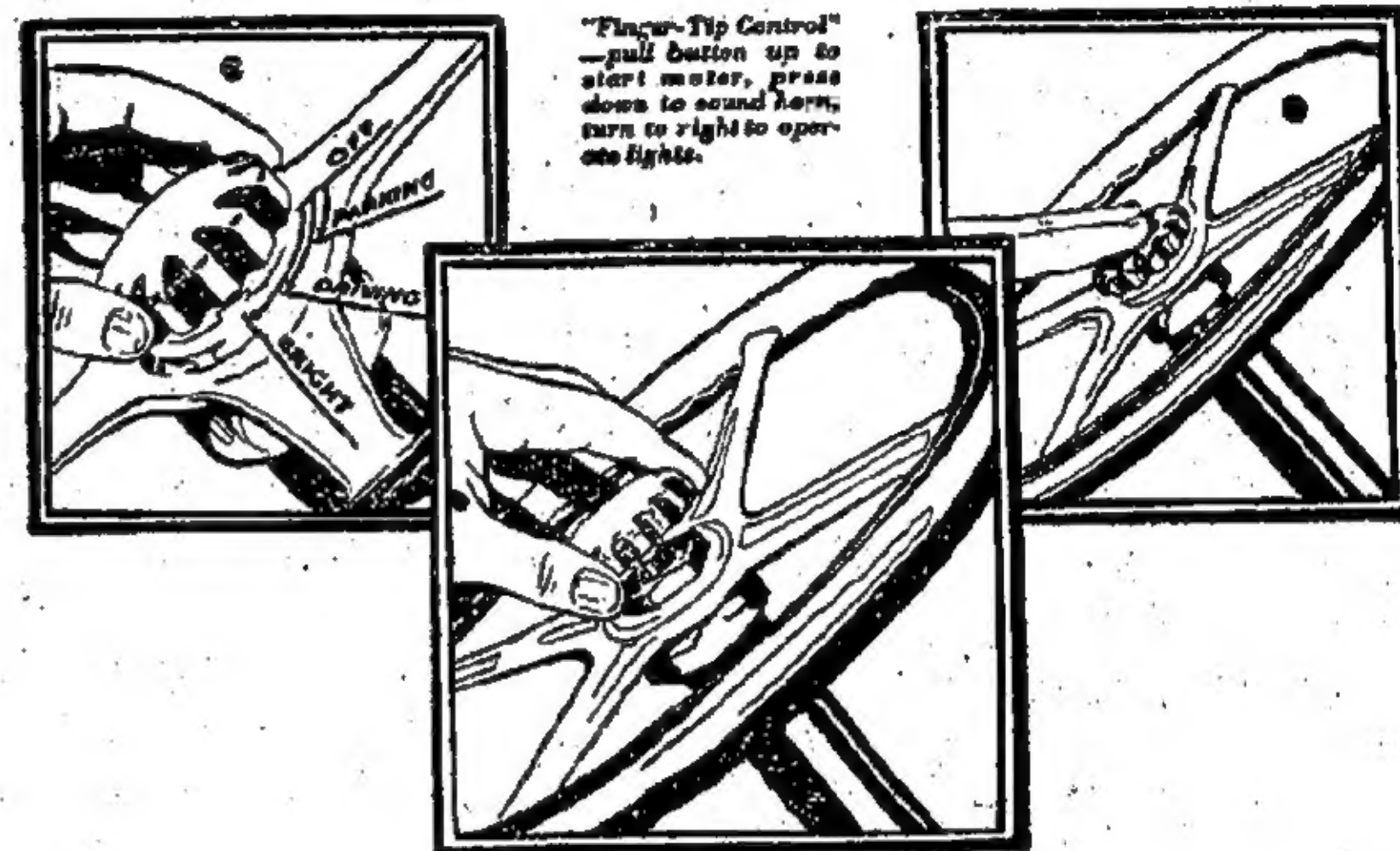
Mr. Ainscough urges the need for more direct factory representation to supervise the appointment and activities of local agents and to give that personal attention to the market which it receives from our leading foreign competitors. In this connection, note may be taken of the enterprise of General Motors, India, a subsidiary of the great Motors Corporation, in establishing a huge factory at Bombay to assemble and manufacture motor-cars and trucks for India, Burma,

## THE LOWEST PRICED SIX



Whippet Six Touring

## WITH "FINGER TIP CONTROL"



THE Superior Whippet Six is the world's lowest priced six equipped with the remarkable new "Finger-Tip Control"—the greatest advance in driving convenience since the self starter.

A single button, located in the centre of the steering wheel, controls all functions of starting the motor, operating the lights and sounding the horn.

Aside from its convenience this

fundamental improvement is also an important safety factor as you can keep your eyes always on the road, and you can keep your foot on the brake when starting or re-starting on a hill.

(All prices and specifications subject to change without notice.)

Tourer	\$2,140
Roadster	\$2,640
Coach	\$2,390
Coupe	\$2,390
Sedan	\$2,640

See the new Superior Whippet Six at your nearest Willys-Overland dealer's. He will gladly arrange a demonstration at any time suitable to your convenience.

The new superior

## WHIPPET SIX

LOWER COST OF OPERATION

Agents:  
Messrs. Gilman & Co., Ltd.  
Telephone C. 290.  
4A Des Voeux Road, Central.

Garage and Service Station:  
Messrs. Duro Motor Co., Ltd.  
Telephone K. 226.  
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

Ceylon, and Persia. The plant, utilising a total capital outlay of about £750,000, is to maintain 21 separate manufacturing departments.

A feature of Indian life in the last two or three years has been the sudden and remarkable development of motor passenger services. In the important trade of motor-omnibuses, vans, and lorries, the United States and Canada have almost a monopoly. Of a total of 8,682 such vehicles imported in the last fiscal year, only 447 came from the United Kingdom and 268 others elsewhere than from North America. British suppliers have experienced great difficulty in pushing their sales owing to the very low and attractive prices offered by trans-Atlantic competitors. Small initial outlay appeals to the average Indian omnibus owner, as he has no large capital to invest either in first cost or in the maintenance of a repair organisation.

British Six-Wheelers  
The shipments from Britain comprise the heavier vehicles which are largely standardised by the tramway companies, which operate fleets of omnibuses in the large centres, and are also used by the transport companies in the ports. This type is seldom seen outside the few large towns and

their immediate environment. Our manufacturers have now been given a notable opportunity by the decision of the Army Department to subsidise certain British makes and types of rigid, six-wheeled mechanical transport vehicles fitted for freight-carrying bodies on pneumatic tyres. It is significant, in connection with Mr. Ainscough's advice, that when the decision was announced in the autumn there seemed in the market many prospective buyers of this type of vehicle, but few salesmen. Army Headquarters being besieged by applications for information concerning the conditions for subsidising purchases.

The object of the scheme, of course, is to provide mechanical transport to supplement existing military provision in a national emergency. Equitable conditions of purchase in such event are laid down. The vehicles or chassis must be capable of carrying a minimum net load of 30 cwt. in one category or 3 tons in another, such loads to be independent of the weight of body and any fixtures to chassis which they are normally designed to carry. The scheduled list of eligible vehicles, which are to be equipped with tyres of British manufacture and operated with such tyres during

the period of enrolment, are of the following British makes: Thornycroft, Guy, Karrier, Albion, Crossley, Scammell, Leyland, Vulcan, Halley, and Morris.

To obtain the subsidy the vehicle must be new and freshly imported, not having run more than 200 miles from the date of original registration after importation; and it must have been purchased within a year of manufacture. When the vehicle is enrolled Government will refund to the owner the import duty, and will also pay to him every six months in advance, so long as the vehicle is enrolled, 5 per cent. per annum for the first year, and 7½ per cent. for the second and third years on the cost of the vehicle. It is officially stated that prolonged experiments and tests have shown that the six-wheeler type of vehicle is capable of giving remarkable performances off the road or on bad roads; that it has a much lower tyre cost a mile than a similar capacity four-wheeler; and that it gives safe passage of fragile goods, intensified braking power, the elimination of wheel spin, and great reduction of road shocks. With this subsidy scheme in existence, there should be a marked development of Indian absorption of British heavy vehicles.

## MOTOR-COACH BATHS

A giant motor-coach, in which passengers walk upstairs to bed, and fitted with a bathroom with hot and cold running water, left London on its maiden journey to Manchester the other day. The coach can be converted for day or night travel. By day the accommodation is similar to that of a railway carriage, with seats on both sides of separate compartments connected by a corridor running the length of the coach on both decks. Each compartment has a table for reading, cards, or refreshment, and the coach is fitted with a gallery from which meals can be served. Forty passengers can be carried by day and 20 at night.

LOVELY LINES!!

SURE

IT'S A

"VAUXHALL"



## TOURING CARS

ARE THE BEST FOR SUMMER.

DODGE BROTHERS

BUILD THE BEST TOURING CARS.



## THE VICTORY SIX

IS THE ACHIEVEMENT OF DODGE BROTHERS.

TRY IT AND SEE FOR YOURSELF.

TRIAL AND INSPECTION CORDIALLY INVITED.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,  
Telephone C. 5644.RIDE A MONET & GOYON  
FITTED WITH M.A.G. ENGINE  
Outstanding Achievements of This  
FAMOUS ENGINEThe Most Difficult and Dangerous  
Race in France  
THE HILL CLIMB DE LA TURBIE

175 c.c. 1st, 2nd, 3rd, 4th, 5th

All on M &amp; G.

250 c.c. 1st on M &amp; G.

350 c.c. 1st on M &amp; G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

750 c.c. 1st on M.A.G. engine.

SIDECARS.—

350 c.c. 1st on M &amp; G. M.A.G. engine.

600 c.c. 1st on M.A.G. engine.

Easy Payments Arranged.

THE FRENCH MOTOR CYCLE CO.,

46, Nathan Road, Kowloon.

## MOTOR BOATING

OUTBOARD RACING FOR  
WOMEN

SAFE AND HEALTHY

Although outboard racing has up to now been mainly a man's sport, there already exists a numerous band of enthusiastic women "outboardists," and the suitability of this sport for women is so patent to all who know anything about outboard motor boating that I confidently predict it will be taken up to a considerable extent by women in large numbers during the coming season, writes Elsie M. Shillan in the "Motor Boat."

While outboard racing is most exhilarating for the contestants, and spectacular for the onlookers, it has the advantage of being perfectly safe. Unlike speeding on the road, where a "spill" means almost certain injury, the very worst that can happen to a competitor in an outboard race is a "ducking." Even this is becoming a rare occurrence, for whilst a little while ago it was considered rather a feather in one's cap to turn one's boat over, it is now looked upon as a sign of faulty seamanship or poor judgment in the selection of a good safe-riding boat.

## Advantage of Cleanliness

Another advantage of outboard motor boating for women is its cleanliness. One does not get smothered in grease and dust as in motorcycling, for instance. The woman who takes up this sport is sure of a pleasant time from the social standpoint, as "outboardists" have always impressed me as being about the most agreeable set of people I have ever been in contact with, while the spirit of camaraderie which exists amongst them is probably unexcelled by that existing amongst the devotees of any other sports.

Again, outboard motor boating is quite inexpensive as compared with other sports. A complete racing outfit can be purchased new for \$260, and such an outfit, even in the hands of a comparatively inexperienced driver, is capable of a speed of 33 miles per hour.

The same motor which is used for racing can be employed for driving another boat when required. You can attach it instantly to a roomy displacement boat and take a dozen of your friends for a jolly cruise. An outboard motor is a godsend on a holiday as it enables one to enjoy all the pleasures of the water without the necessity for exhausting and monotonous rowing.

Although the driving of an outboard racing boat appears to the uninitiated to call for a great deal of skill and nerve, it is surprising how quickly the novice acquires confidence. It was with a feeling of some trepidation that I entered for the first women's race held at the Welsh Harp last season, especially as I had only been out in a hydroplane two or three times. I quickly found, however, that the handling of such a boat was a much more simple matter than I had anticipated, and I had no difficulty in winning the race.

## Cost Of The Sports

A little while afterwards while at Dover with the Hon. Mrs. Victor Bruce, who was trying out her outboard motor in preparation for the double crossing of the Channel, which she afterwards so successfully performed, I tried my hand at driving one of the little square-bowed skimmers which carried off all the honours in B Class racing last season.

These boats, resembling large tea-trays more than anything else, have anything but a safe appearance, but I soon found myself driving it with confidence at full speed. The sense of exhilaration one feels at driving a really fast boat for the first time is something to remember, especially when, as in this case, one is running in a wide expanse of open sea, with all the room one wants to manoeuvre in. In spite of their flimsy appearance, these little sleds are really a good deal safer than some boats of much greater size and more solid build.

An ideal boat for fast cruising is a 14-ft. single-step hydroplane, the cost of which, in mahogany, is from \$30 to \$40. Such a boat is capable of 25 m.p.h. with the driver only, and 18 m.p.h. with four people aboard. The cost of the motor is only \$40.

An outfit of this description provides excellent sport as a family boat, or for three or four friends. It can be easily towed on a trailer behind even a light car. The cost of such a trailer is about \$18. The engine and all equipment are stowed inside the boat, thus avoiding overcrowding in the car.

A space can usually be found in the garage in which the boat can be housed, but even if it is stored in a boathouse, the cost of storage will only be about \$3 or \$4 a year, and is sometimes considerably less.

## Mobility Of The Outboard

The owner of boat and trailer is able to enjoy all the pleasures of boating on river or sea, although living many miles from navigable water. A trailer is also a great convenience for the outboard racer, as it enables him (or her) to compete at race meetings in all parts of the country without going to the trouble and expense of sending boats by rail.

For women who are not motorists, and who do not wish to go in for outboard racing, there is a great deal of fun to be had in keeping an outboard dinghy or punt on the upper reaches of the Thames or some other river. This is especially attractive for the woman with a family of children, who can arrange healthy and enjoyable outings and picnics for the kiddies.

Success of Women Drivers  
Although the company of women outboard motorists has up to now been comparatively small, they have many successes to their credit. Perhaps the most notable feat of last year was the Hon. Mrs. Victor Bruce's double crossing of the Channel. Using a 12ft. single-step hydroplane for her novel venture she crossed from Dover to Calais in 55 minutes, turned round, and came back to Dover in 50 minutes. The big-motored passenger outboard escort boat was left behind at the start, and Mrs. Bruce was unaccompanied throughout the trip.

Another successful woman outboard driver is Miss Zoi Liversey, who secured several successes at race greatly admired amongst the outboard fraternity for the skill with which she handles her craft.

In America Miss Helen Henschel is perhaps the best known of all the outboard racing drivers, male or female, and has an immense number of victories to her credit.

If a comparatively small number of women drivers can show such a successful record, it appears as though the men will have to look to their laurels this season!

## MOTOR FENDERS

REPUTATION NOW  
ESTABLISHED

The manufacturing business of "J. M." fenders for motor vehicles is to be developed and expanded by a company formed with a similar title which is issuing, at par, 940,000 Ordinary shares of 2s. each. It is pointed out in the prospectus that owing to the incidence of taxation the greater number of cars are of the small or medium class, for which the relatively heavy fenders or bumpers commonly in use are unsuitable. The difficulty of securing a fender sufficiently light to be fitted to the smallest car, and yet strong enough for the heaviest vehicle, it is claimed, has been overcome by the production of the "J. M." fender, which is made of a special alloy, tests of which show a tensile strength 25 per cent. greater than steel, with only one-third of its weight. It has the advantage of being rustless, and is mounted on spring buffers by a special patented device in a way that is claimed to render it capable of absorbing shock to a degree not reached by any other bumper.

## Increasing Business

Although trading with limited resources, and with practically no advertising, the vendors, it is stated, are doing a satisfactory and increasing business, largely as a result of customers' recommendations, and the reputation of the fender is regarded as definitely established. To assure the already active co-operation of a large body of the motor trade in developing sales, arrangements have been made for the services of many established garages. One of the principal railway companies has specified for the inclusion of "J. M." fenders in the equipment of road passenger coaches now being built, and negotiations with another railway company are well advanced. A net profit of £45,000 is estimated for the first year's working, while the purchase price of £36,000 is to be satisfied by a cash payment of £10,000 and 260,000 shares.

## Travelling on Motor Cycle



A successful motor cycle trip from Hangchow to Soochow was recently made by Mr. E. Vollrath and Mr. E. Rupert. Top: effecting a crossing over one of the gaps in the dike; bottom: spectators in the country following the party. Another of the countless bridges crossed en route from Hangchow to Soochow.

[Get behind the wheel]  
and Get the facts!

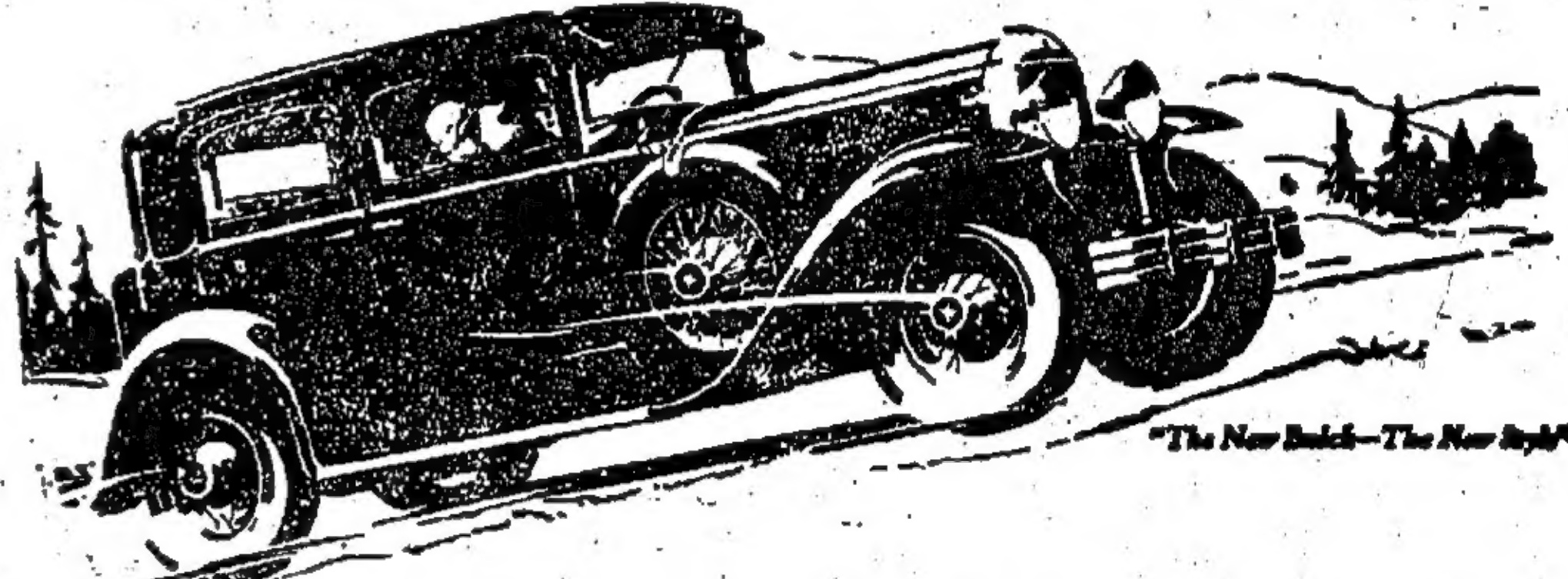
Buy your car on  
a business basis---  
check power, getaway, swift-  
ness, hill-climbing--in actual  
tests---that's all that's needed  
to prove Buick  
Superiority!

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation

Buick  
WITH MASTERPIECE BODIES BY FISHERBuick Motor Cars are  
available on very attractive  
hire purchase terms.

THE  
DRAGON MOTOR CAR COMPANY LTD.  
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

## SEAGRAVE RETIRES

FAMOUS MOTORIST TO GIVE  
UP RACING

HOLDER OF RECORD

Permanent retirement from motor racing has been announced by Major Sir H. O. D. Seagrave, who set the world's record of 231.36

DON'T WASTE  
WATER!

miles an hour at the recent Florida tests.

After competing in the motor boat races he returned to England and is to devote himself to a cement business, continuing power boat racing as a hobby. Speaking of the "Golden Arrow" after its record run, Major Seagrave said the factor of safety in the tyres was 25 seconds and the life of the engine at full throttle was 30 minutes. The total life of the engine was six hours.

## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
OAKLAND.—Lane, Crawford, Ltd.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PONTIAC.—Lane, Crawford, Ltd.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WHIPPLE.—Gilman & Co., 4A, Des Voeux Rd., C.  
WILLIS-KNIGHT.—Gilman & Co., 4A, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff &amp; Kew, 54 Queen's Road C., Tel. C.2173.

## MOTOR TRUCKS AND TRACTORS.

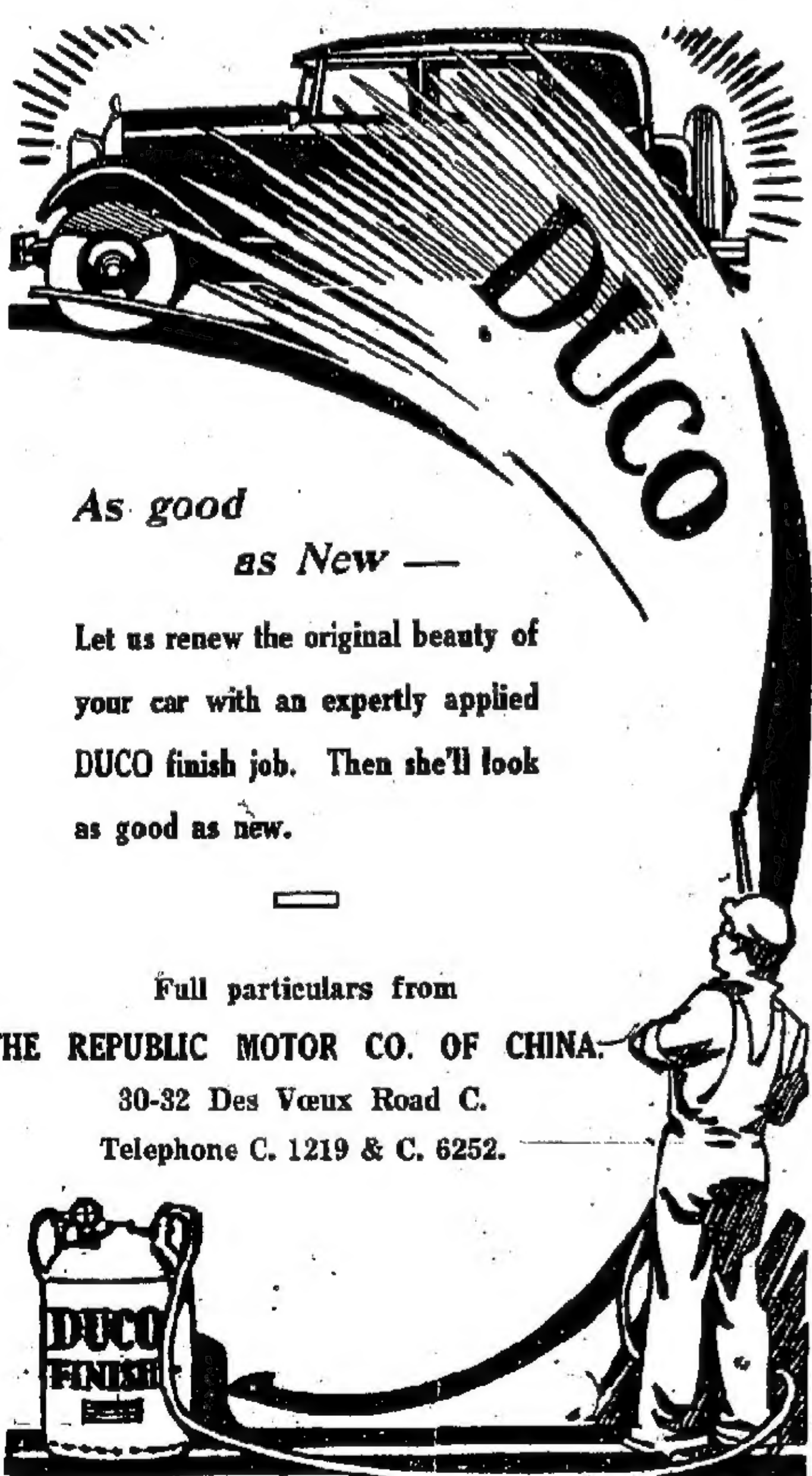
BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

## MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.  
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.  
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

As good  
as New —

Let us renew the original beauty of  
your car with an expertly applied  
DUCO finish job. Then she'll look  
as good as new.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Road C.

Telephone C. 1219 &amp; C. 6252.



## THE COMMANDER

210 MILES IN 210  
MINUTES

The necessity of getting two escaped prisoners of desperate character and notorious gang affiliations back to the Illinois (U. S. A.) State Reformatory at Pontiac, Illinois, with the greatest possible speed, gave The Commander another opportunity to prove its mettle.

When word was received at Pontiac that the two men had been recaptured at Ironton, Ohio, only 10 miles from the West Virginia line, C. M. Lunn, O. O. Botkin and Jack Lannon were ordered to bring them back.

"How'd we go?" was the first thought.

"In my Studebaker, of course," was the prompt reply of Lannon.

So off started the trio and drove to Ironton that same day, a distance of 482 miles. It was a matter of a few formalities before the prisoners were loaded into the car, and the party, now increased to five, started back over the same trail. On the last 210 miles from Indianapolis, Indiana, to Pontiac, the total elapsed time was exactly 210 minutes. Botkin was driving and Lunn and Lannon vouch for the fact that the time was checked by their three watches. This was an average of 60 miles an hour.

Needless to say, the prisoners were safely returned, thanks partially to The Commander.



PACKARD. PLYMOUTH.  
CHRYSLER. DE SOTO  
Motor Cars.  
Sole Agents —  
REPUBLIC MOTOR COMPANY  
OF CHINA.  
30-32, Des Voeux Road C.  
Tel. C. 1219 and C. 6252.

# The China Mail

ESTABLISHED  
1845

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS  
ILLUSTRATED.

25 cts.

25 cts.

HONG KONG, THURSDAY, MAY 16, 1929.



## LONDON SERVICE

"DIOMED" 28th May Miles, Casablanca, L'Anse-au-Loup & Havre  
"AENEAS" 11th June Marseilles, London, Rotterdam & Glasgow  
"PERSEUS" 28th June Marseilles, London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

"GLAUCUS" 3rd June Genoa, Havre, Liverpool & Glasgow  
"CYCLOPS" 20th June Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

via KOBE & YOKOHAMA  
"TYNDAROS" 1st June Victoria, Vancouver & Seattle  
"PROTEUS" 20th June Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"NELEUS" 5th June New York, Boston & Baltimore  
"MACHAON" 20th July New York, Boston & Baltimore

## INWARD SERVICE

"TYDEUS" Due 20th May For Shanghai, Moji, Kobe, Yokohama & Yokohama  
"MEDON" Due 20th May For Shanghai, Moji, Kobe & Yokohama

## PASSENGER SERVICE

"AENEAS" 11th June Singapore, Marseilles & London  
"SARPEDON" 10th July Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to:—

Butterfield & Swire.

Agents.

## POST OFFICE NOTICE.

### RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

### INWARD MAILS.

From THURSDAY, MAY 16.  
Shanghai and Amoy ..... Yingchow  
FRIDAY, MAY 17.  
Japan, Shanghai and Europe via Siberia  
(London, 22nd-27th April) ..... Kamo Maru  
Shanghai and Swatow ..... Shantung  
SATURDAY, MAY 18.  
U.S.A., Honolulu, Japan and Shanghai ..... President Hayes  
SUNDAY, MAY 19.  
Europe via Negapatnam (Letters and papers,  
London, 18th April) ..... Medon  
MONDAY, MAY 20.  
Straits and London (Parcels, 11th April) ..... Tydeus  
U.S.A., Honolulu, Japan and Shanghai ..... Taiyo Maru  
U.S.A., Honolulu, Japan and Shanghai ..... President Jefferson  
Manila ..... President McKinley

### OUTWARD MAILS.

For THURSDAY, MAY 16.  
Saigon ..... Tai Fook Sing ..... 4.30 p.m.  
Hoihow, Pakhoi and Haiphong ..... Soliviken ..... 5 p.m.  
FRIDAY, MAY 17.  
Saigon and South Africa ..... Santos Maru ..... 8.30 a.m.  
Hoihow ..... Swale ..... 8.30 a.m.  
Japan ..... Tango Maru ..... 9.30 a.m.  
Shanghai and Europe via Siberia ..... HanYang ..... 1 p.m.  
Swatow, Amoy and Foochow ..... Hai Ning ..... 2 p.m.  
Hoihow and Haiphong ..... New Mathilde ..... 5 p.m.  
Straits, Ceylon, India, Mauritius,  
E. & S. Africa, Egypt & Europe  
via Marseilles ..... Kamo Maru  
(Due Marseilles, 17th June.)  
K.P.O.  
Registration May 17, 4.30 p.m.  
Letters ..... May 18, 9 a.m.  
G.P.O.  
Registration May 18, 8.45 a.m.  
Letters ..... 9.30 a.m.  
SATURDAY, MAY 18.  
Straits and Calcutta ..... Hosang  
Parcels ..... May 18, Noon  
Letters ..... 1 p.m.  
Swatow ..... Ninghai ..... 5 p.m.  
Amoy ..... King Yuan ..... 5 p.m.  
Manila ..... President Hayes ..... 5 p.m.  
SUNDAY, MAY 19.  
Shanghai and Europe via Siberia ..... Yingchow ..... 9 a.m.  
Amoy and Formosa via Swatow ..... Hozan Maru ..... 9 a.m.  
Swatow and Bangkok ..... Kwangchow ..... 9 a.m.  
MONDAY, MAY 20.  
Shanghai, Japan, Honolulu, Canada,  
U.S.A., C. & S. America and  
Europe via San Francisco and  
Europe via Siberia ..... President McKinley  
(Due San Francisco, 12th June.)  
Parcels ..... May 20, 11 a.m.  
Registration ..... 11.15 a.m.  
Letters ..... Noon

\*Correspondence bearing vessel's name only.

## EXCITING SOCCER IN MADRID

### ENGLAND BEATEN

### CIVIC GUARDS REPEL FRANTIC CROWD

### DRAWN SWORDS DISPLAYED

Madrid, Yesterday.  
An International Association football match was played here before a most enthusiastic crowd. The ground could have been filled twice over. As it was there was a queue a mile long, 40,000 persons being present.

Spain beat England by four goals to three.

At half-time England, which was represented by a strong international side, led by two goals to nil.

There was intense excitement when Spain levelled up the scores five minutes from the finish.

The crowd surged on to the pitch and endeavored to embrace the scorer, but they were chased off by Civic Guards with drawn swords.

The crowd repeated the scene when Spain scored the winning goal just before the finish, but the Police drew a cordon round the pitch and the Civic Guards escorted the Spanish players from the field to the dressing room which they guarded.—Reuter.

## ATLANTIC FLIGHT

### "GRAF ZEPPELIN" & FRENCH GOVERNMENT

### PERMISSION GRANTED

Berlin, Yesterday.  
The French Government has now given permission for the "Graf Zeppelin" to cross the frontier between 7 and 9 a.m. The airship, which bad weather has prevented taking the Holland and Britain route, may however take the latter course if the weather improves.

The French attitude is attributed to the fact that on the last occasion the pilot, Dr. Eckener, deviated from the specified route and flew over the fortress of Besancon and the engineering works at Creusot, because of which a diplomatic protest was lodged. Dr. Eckener explained that the meteorological conditions had compelled the deviation.

The Zeppelin's freight includes one grand piano.—Reuter.

## PLANTER MURDERED

### SHOCKING TRAGEDY IN DUTCH EAST INDIES

### A BRITISH SUBJECT

Singapore, Yesterday.  
Mr. James William Fletcher, the British manager of a Chinese-owned rubber and pineapple estate on the island of Rhio, in the Dutch East Indies, has been brutally murdered by a crowd of Chinese armed with Malay sheath-knives.

Eight arrests have been made.—Reuter.

## THEIR MAJESTIES

### THE KING SUSTAINS THE JOURNEY TO WINDSOR

### CHEERED LUSTILY

London, Yesterday.  
Their Majesties' 60-mile journey to Windsor was accomplished in 2 hours, 20 minutes.

The King, looking bronzed and well, briefly replied to the civic addresses at Bognor and Windsor, and showed no signs of fatigue on his arrival at the Castle.

Fluttering of handkerchiefs and bursts of cheering greeted Their Majesties throughout the journey. The car went "dead slow" through every village and hamlet, the King raising his hat in response to the greetings. Showers of rose petals fluttered from windows of Windsor and quickly covered the top of the car which stopped at

	Degrees
Temperature, 10 a.m., to-day	73
Temperature, 2.30 p.m., yesterday	73
Humidity, 10 a.m., to-day	96
Humidity, 2.30 p.m., yesterday	94

the top of Castle Hill, where the Municipality had assembled. Two thousand school children, lining the castle wall, waved Union Jacks and 1,000 Eton College youths inside the Castle gateway, cheered lustily as Their Majesties drove in.—Reuter.

### Popular Demonstration

The King was obviously much moved by the popular demonstration of interest in his welfare and the delight at his recovery, which he witnessed.

### No Signs of Fatigue

It was officially stated at Windsor Castle that the King had borne the journey well and had showed no signs of fatigue.

The King and Queen will spend the next few weeks quietly at the Castle. Usually when the Court is held at Windsor there is much visiting, but during the King's present stay visiting will be modified on the advice of His Majesty's doctors.

### Not To Attend Ascot

It is definitely stated that the King will not attend Ascot Race Meeting, which is the chief social event of the season and takes place in the middle of June. It is expected that His Majesty will have removed to Sandringham before then.—British Wireless Service.

An enthusiastic farewell was extended to Their Majesties upon their departure from Bognor for Windsor.—Reuter.

James King, butler to Colonel N. F. Tytler, of Aldowrie Castle, Inverness, has been sentenced to 60 days' imprisonment for fraud and theft.

## TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 5/16.

## FLYING AS MEANS OF TRAVEL & SPORT

### "THE DAY WILL COME"

### COBHAM TO MAKE A TOUR THROUGHOUT BRITAIN

### SIR C. WAKEFIELD'S INTEREST

London, Yesterday.  
In a large De Havilland aeroplane, Sir Alec. Cobham starts to-day on a three months' tour of Great Britain with the object of arousing municipal interest in flying in a hundred towns.

In addition to flights, which will be given to local authorities, Cobham will be able, through the generosity of an anonymous donor, to give 100,000 free flights to school children and these will range from 50 to 300 per town according to the basis of school population.

Sir Charles Wakefield yesterday christened Cobham's air liner "Youth of Britain" and, in doing so, said that while the immediate object of the tour was to investigate landing ground-possibilities and to demonstrate flying prospects to all the larger towns in Great Britain, the direct appeal which would be made to boys and girls would, in the long run, do even more to assist imperial aviation. The day would come when flying as a means of travel and as sport would be accepted as a commonplace of life. Youth would herald that day and this tour would help enormously by arousing the keenness and energy of youth upon flying.—British Wireless Service.

## BOMBAY RIOTING

### STRIKERS STILL CAUSING TROUBLE

### POLICE AND TROOPS ACTIVE

Bombay, Yesterday.  
A recrudescence of mob violence has occurred in the mill area. Police made a bayonet charge on an unruly crowd of strikers in De Lisle-road, and two strikers were severely wounded. Troops also fired in the air.

Strikers at Moon mills stoned an Indian police officer, and reinforcements were hurried up. The crowd refused to disperse, and three shots were fired in the air. Nobody was wounded, but one policeman and two strikers were injured in the scuffle.

Strikers also broke into four mills, and refused to leave. Several mills which had resumed work have been compelled to close down owing to passive resistance. Not a single mill has paid its April wages on account of the disturbed situation.

The Girnakamgar Union, in spite of an order forbidding assemblies of more than five persons, which is still in force, has advised strikers to gather at the mill gates to demand their wages, or to practice passive resistance until paid.

This is likely to lead to further dispersals, and police and military have been posted at strategic points.—Reuter.

## SUN YAT-SEN

### STAMPS TO COMMEMORATE STATE BURIAL

### ON SALE ON MAY 29

Shanghai, Yesterday.  
A report from Nanking says that stamps to commemorate the state burial of Dr. Sun Yat-sen have been printed and will shortly be distributed to the Post offices all over the country. Their sale will begin on May 29. In the centre of the stamp is a picture of the Sun Yat-sen mausoleum.—Reuter.

## SIR MILES LAMPSON

### TO ATTEND SUN YAT-SEN'S BURIAL

Peking, Yesterday.  
Sir Miles Lampson has left for Shanghai by sea in order to be present at the interment of Dr. Sun Yat-sen.—Reuter.

It is estimated that a new plant at Karpaz, Ruhr, for cleansing the River Emscher, will retrieve from the water over 100,000 tons of oil and coal mud yearly for fuelling electricity works.

## JOHN GILBERT in THE COSSACKS

With RENEE ADOREE  
ERNEST TORRENCE

A stupendous spectacle of love and war!

The thunder of galloping hoofs

runs through it

as the irresistible

Cossacks sweep on

to a stirring climax!

WILD! BARBARIC! FASCINATING!

AT THE QUEEN'S TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.

A rollicking comedy drama based on the brilliant "Saturday Evening Post" story — "ON THE SHELF"!

PAT O'MALLEY, WALLACE BEERY

## LET WOMEN ALONE

With ETHEL WALES and WANDA HAWLEY

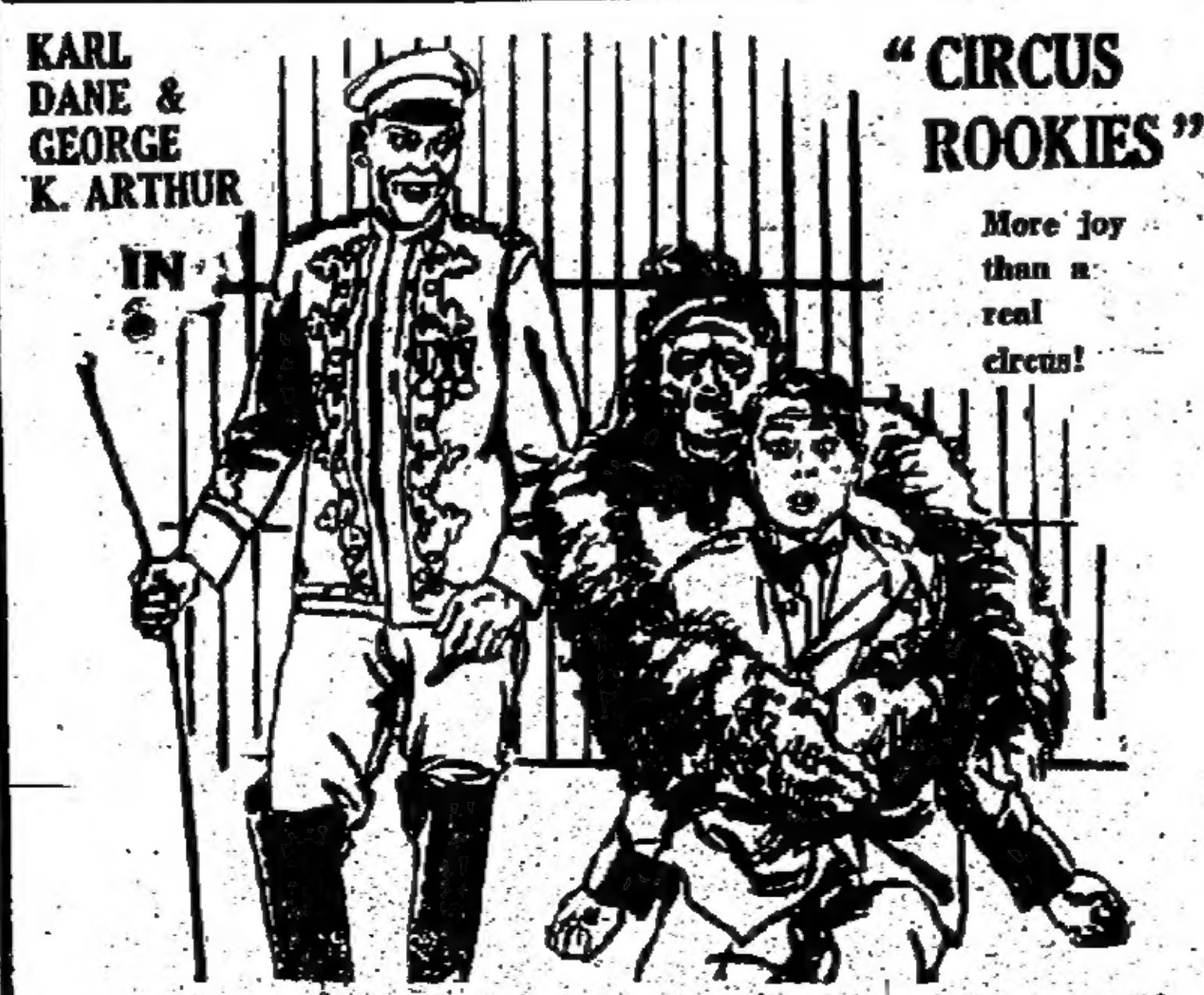
AT THE WORLD FINAL SHOWINGS TO-DAY  
at 5.15 & 9.20 Only.  
2.30 & 7.15, Chinese Picture, "Yeng Kwai Fee," Pt. 1.

The entertaining story of a little shop girl who dreams of being a stage star and makes her dream come true!

SALLY O'NEIL

## BECKY

OWEN MOORE  
AT THE STAR FINAL SHOWINGS TO-DAY  
At 5.30 & 9.20.



WONG WON SANG CHINESE MAGICIANS IN A SERIES OF MYSTIFYING ILLUSIONS.

AT THE MAJESTIC TO-DAY & TO-MORROW  
at 2.30, 5.20, 7.15 and 9.15 p.m.



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